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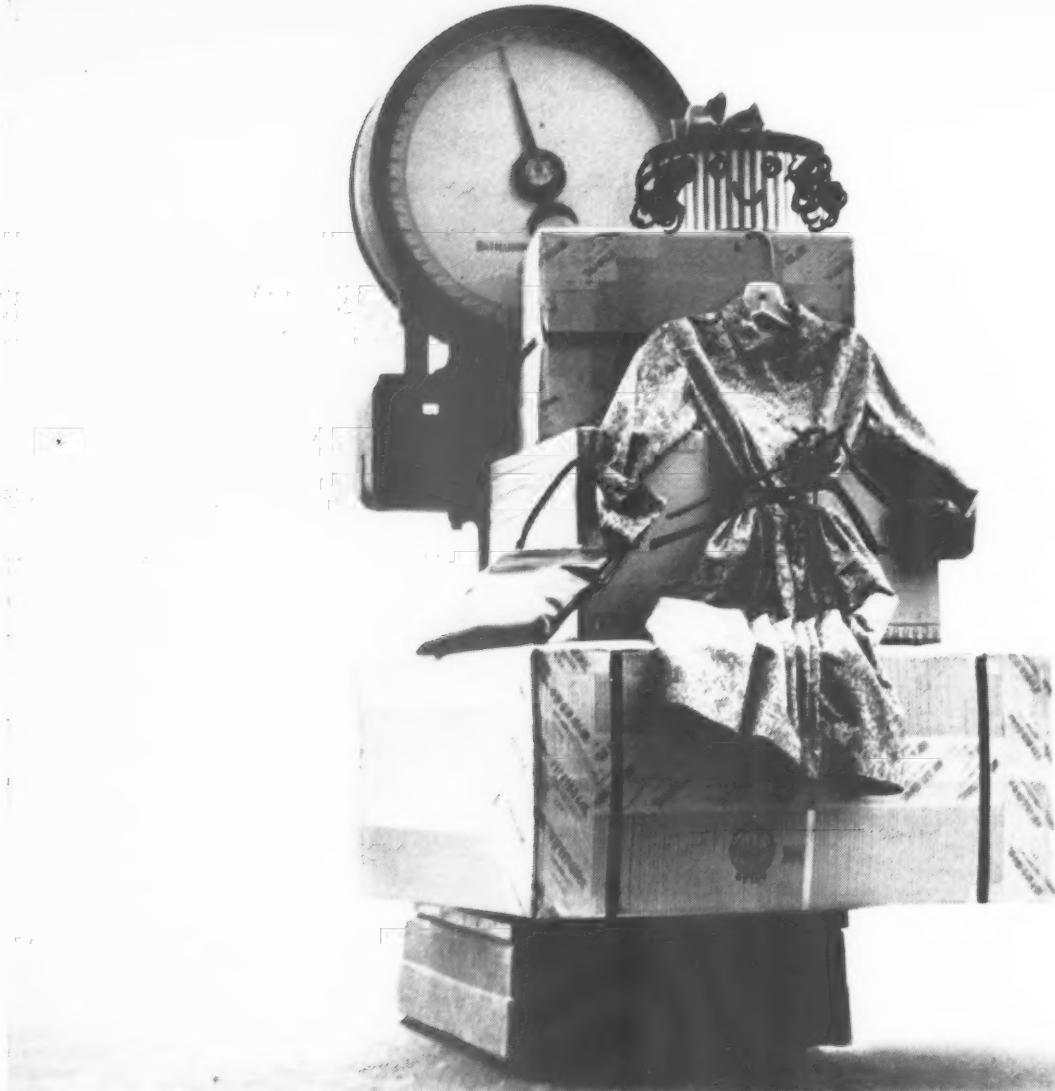
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AIR CARGO

an American Aviation Publication

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change.

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PANAGRA

PAN AMERICAN-GRAVE AIRWAYS

South America's only overnight for up-and-doing sales executives who know that time can make a big difference in terms of profit and loss. These are some of the companies which ship their products via Panagra—on all-cargo flights and on Panagra's daily DC-7 and DC-6B passenger flights:

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International Telephone & Telegraph Corp.
Worthington Corp.
American Optical Co.
Eastman Kodak Co.
General Aniline & Film Corp.
Mergenthaler Linotype Co.
Cummins Diesel Export Corp.

Bell & Howell Co.
A.M.I., Inc.
The Wurlitzer Co.
The M. W. Kellogg Co.
Foley Brothers, Inc.
Hycon Mfg. Co.
United Geophysical Co.
Outboard Marine Corp.
Utah Construction Co.
Santa Fe Drilling Co.
Penn Shipping and Forwarding Co.
Raytheon Mfg. Co.
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EDITORIAL

How To Penalize A Pioneer

If EVER there was a time when constructive effort was needed to develop means for getting traffic on and off an airplane, that time is now. The airlines have their pure jets. Not many of them, to be sure. But, jets are flying and hauling record loads of passengers and cargo.

A constructive move to cut the time required to load and unload freight from aircraft was made last year by American Airlines. American introduced its Bunyan Box operation. It seemed to be working out pretty well, but now the operation is worrying the Compliance Office of the Civil Aeronautics Board.

The Bunyan Box is a large, all-aluminum container. It is weather-proof and pilfer-proof. It has a capacity of 3,000 pounds, and when full loaded, can be moved easily on its built-in casters. The airline fills these containers with air freight in advance of an airplane's arrival at a station. When the plane does land, whole container loads of freight are moved on and off the airplane.

In some cases, one customer originates or receives enough freight to completely fill a box. Logically, American decided to experiment with letting shippers do the packing and unpacking of the Bunyan Box in such cases. Ideally, the containers could be used in a sort of a "milk route" operation. The airline could leave a container full of freight at the customer's dock and pick up the container left on a previous trip. Or, the operation might be reversed—with the airline leaving an empty container at the dock of a shipper and picking up a full one.

The idea of leaving a box for the shipper to fill distresses Compliance. The Compliance Office believes that when a box is left for a shipper to fill, the arrangement has to be provided for by a tariff and the shipper has to pay for the weight of the container.

American disagreed, and the case was docketed before the Board.

Compliance charges that the Bunyan Box provides protection from weather, pilferage, and damage from shock. That the Box permits shipments to travel with less packaging.

American is happy to admit all of this is true, but the carrier points out that these incidental benefits accrue to any shipment, regardless of how it gets into the Box. The mere fact that the customer, rather than the airline employee filled the box does not change its basic character—a materials handling device to provide faster, more reliable air freight transportation.

American points out that the Bunyan Box was developed for the airline, and chiefly benefits the airline. Furthermore, the box is airline equipment which has to be carefully controlled. Full or empty, a certain number of boxes must move with each airplane, point to point, as assigned, to avoid a surplus of boxes at one station and no boxes at another.

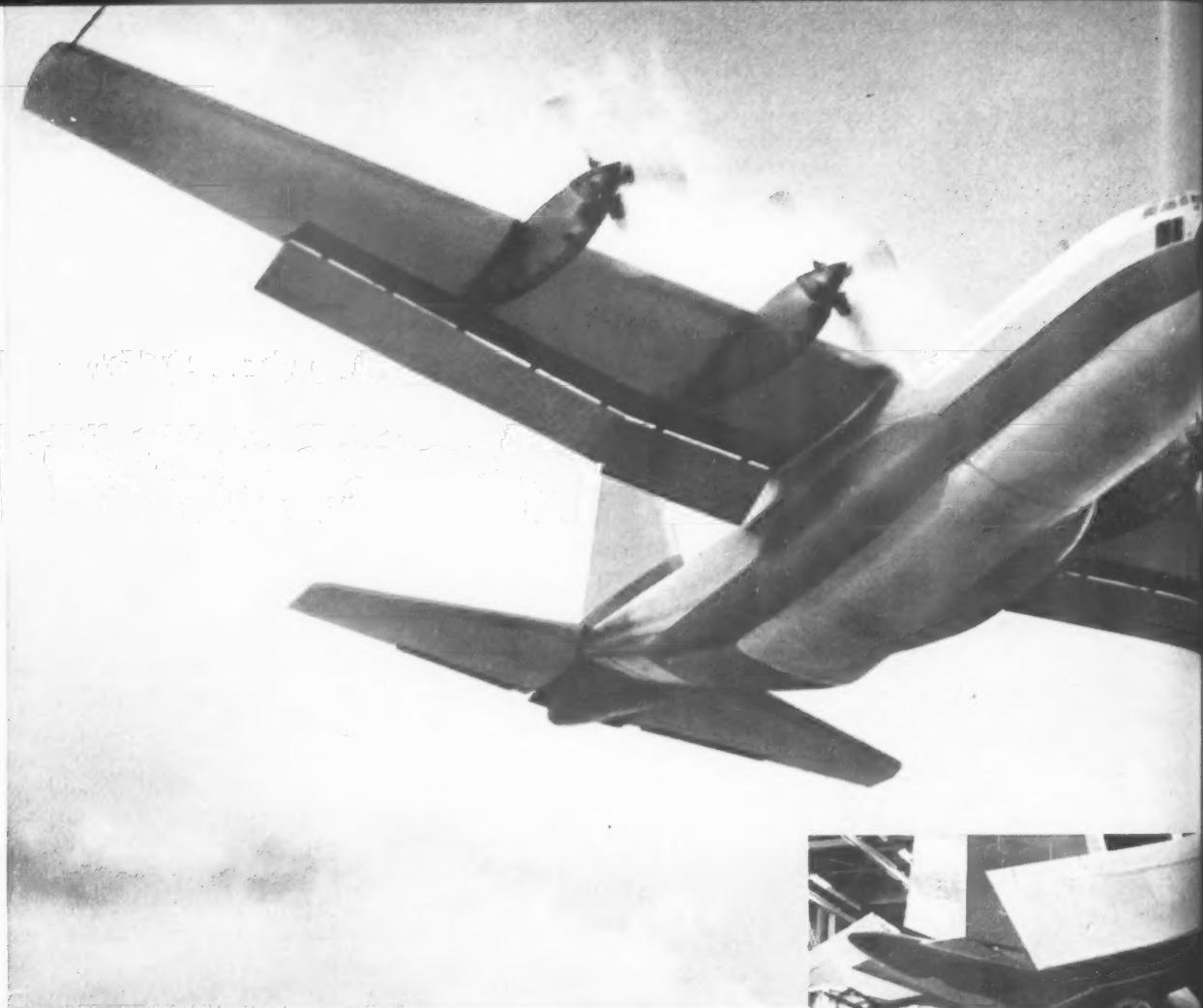
American is not prepared to say that something better will not be developed. Still, the airline has found enough merit in the Box to continue its use.

For a shipper to fill a Box is a convenience to American, much the same as when a customer, in delivering shipments to the air freight terminal, places the items on waiting pallets or on conveyor belts.

If additional charges are imposed for the use of the Box, the airlines' search for better ways of handling freight might just as well stop now. Most of the traffic carried in the containers is not new. It moved before the Boxes were created. It can move after the boxes are buried in regulations or priced out of existence—but it will have little need for bigger, faster airplanes.

Wallace I. Longstreth

Why the Lockheed Hercules airfreighter needs only 20 minutes to land, unload, reload, take off



Right: At enroute stops, the HERCULES Airfreighter and its Lightning Loader System perform an amazing time-saving feat. The plane's 20-ton palletized "train" is off-loaded onto a waiting flat-bed truck—(1). Truck drives to dock, and off-loads cargo—(2). Cargo sections B and D are rolled off, and new cargo sections E and F replace them—(3). New cargo "train" glides back onto truck, is hauled to HERCULES Airfreighter and inserted by Lightning Loader in seconds—(4). Total time: 20 minutes or less, from touchdown to takeoff.



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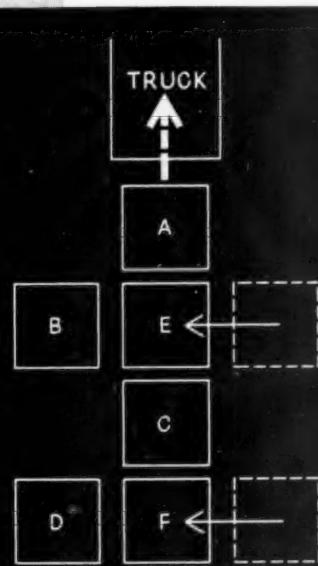
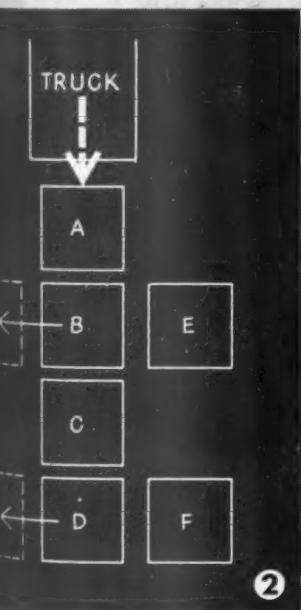


Unsurpassed loadability

of the mighty Lockheed propjet HERCULES Airfreighter is the result of its advanced design, plus Lockheed's Lightning Loader System for unitized cargo handling.

Loading a HERCULES Airfreighter is simplicity itself: First, cargo is loaded onto pallets which are then coupled together to form a "train"—and rolled onto a flat-bed truck. Next, the pallet-loaded truck is backed up to the huge 9 foot by 10 foot end-loading cargo door of the HERCULES. A winch cable is attached, and the 20-ton load glides into the HERCULES on rollers—in less than 40 seconds!

Because the Lockheed HERCULES Airfreighter can land, unload 20 tons, reload 20 tons, refuel and take off in 20 minutes, or less, ground time can be reduced by as much as 90%. An additional 40% savings in manpower required to prepare and load freight for air shipment further increases the profit-making capabilities of this Jet Age sky-giant. To get the complete HERCULES Airfreighter story, write, wire or telephone the Hercules Commercial Sales Department, Marietta, Georgia.



7

TRENDS

Shannon's bid for business is paying off. The free zone airport already has two businesses in operation—a chinchilla farm and a coin-operated amusement machine manufacturing plant. A diamond cutting and polishing concern is expected next. Anticipated for the near future is an aircraft spare parts firm. Ultimately, Shannon will have a 250-acre industrial park comprised of businesses that use air freight.

Cargo-carrying capability of the first Boeing 707s has exceeded expectations. Not only is more cargo being carried, but the speed of the 707 is attracting some cargos which normally are not shipped by any means. For example, ripe strawberries.

The Intercontinental version of the 707, which will have even more cargo capability, has made its initial flight and is undergoing flight testing. It is due to go into scheduled airline service this summer.

A serious effort to solve jet age problems of handling air cargo is underway at the Air Transport Association. The Association has set up an Air Cargo Terminal Facilities Committee, with E. C. Mitchell, superintendent-cargo services for United Air Lines, as chairman. Subjects to receive first attention are: freight terminal physical characteristics; cargo facilities site locations; and air mail and air express facilities at airports.

Post Office Department, working on modernization of postal handling, has singled out containerization for special attention. Corrugated paper cartons show promise of solving several problems.

Military Air Transport Service needs more revenue from its users. The organization has proposed a new tariff calling for a 14% increase in passenger fares and a 10% increase in cargo rates. In addition, priority one cargo would carry a 25% surcharge. Increases will have to be approved by the Air Force and the Department of Defense which appear reluctant. Fear is MATS may be pricing itself out of a lot of business.

One big Baltimore Shipper got a leg up on filling Christmas orders by chartering two DC-6 type aircraft.

Charles L. Gallo's newly acquired concern, Air Cargo Consolidators, has prepared an international air freight forwarding tariff listing more than 300 destinations.

Delos W. Rentzel looks for 1959 to be the year when a cargo airplane that satisfies both commercial and military needs will be developed. Rentzel relinquished his duties as chairman of the board of Slick Airways to have more time to work on the project.

Dissention in the ranks will not put the Railway Express Agency out of business. New York Central, one of the largest stockholders of the rail-owned REA, says it will withdraw January 1, 1960. Complete change of ownership could result.

Slick's Future Undecided; Will Continue Military Work

Slick Airways plans to continue suspension of common carriage of air freight until the Board can decide upon the future of all-cargo operations. In a report on status and plans, the carrier requested Civil Aeronautics Board to make the suspension question co-extensive with the "pendency" of the Board's present investigation of all-cargo operations. The investigation will determine, among other things, eligibility of cargo lines for subsidy.

CAB authorized Slick to suspend common carriage operations until January 1, 1959. In the report, SLI said as it interpreted this order, "the same is operative until the further order of the Board and accordingly no new suspension order would seem to be required pending determination of the investigation..."

As a matter of survival, Slick em-

barked on a program of retrenchment and conservation of assets. The carrier retained a nucleus of 186 trained personnel.

Slick revealed that since suspension of service, it "has carefully considered several inquiries from both airline and non-airline companies relating merger or other consolidation with Slick Airways, and the company continues to receive and explore such inquiries, but thus far none has reached such a definitive stage as would require reporting as a part of the current status or future plans of the company."

SLI is currently performing contracts for the Military Air Transport Service. The total award on the contracts is \$6,044,267. In order to perform commitments under these awards, the carrier leased one DC-6A aircraft which together with the four still

owned by Slick, brought the company's DC-6A fleet to five.

The carrier noted that military contracts made up the only business at hand and "performance of these contracts should be completed within the next nine months at a substantial profit." However, the airline added that "If the company's surplus DC-4s and leased C-46s are not disposed of in the meanwhile, they may be bid in the spring of 1959 on LOGAIR, Quick-Trans, and such other military contracts as may be available for such equipment."

Commenting on the decision to hold up plans for resumption of service, Slick said: "While Slick Airways was obviously an active part to the mistake of trying to develop the air freight business on a non-subsidy basis, it does not intend to make that mistake again or to ask the Board to do so."

During the year to date December 31, 1958, Slick listed operating revenues of \$7,880,886 with operating expenses of \$8,606,416, making an operating loss of \$725,530. The net loss was listed at \$342,966.

Forwarders In Japan Expand Operations

Air freight forwarding in Japan is growing fast, and in December, 1958 three Japanese cargo agents inaugurated consolidated air cargo services between Japan and Europe. The joint effort was an outgrowth of a successful consolidating service performed by the three agents for movements between Japan and the United States.

The three companies, Japan Air-Cargo Consolidators, Ltd.; Japan Freight Consolidators, Ltd. and Nippon Express Co., on the first day of the new service to Europe, handled 267 kilos (about 587 pounds) bound for Europe. London and Amsterdam are used as break-bulk points. Since the beginning of the service, the firms are shipping something over 40 kilos, three to four times a week.

The same three agents report that the consolidated operation to the U.S., which was started in February last year, has progressed to the point where daily shipments are made. New York is the break-bulk point most frequently used for shipments to the U.S.

Pioneering the forwarding operation

to Europe was the Everett Travel Service, an American-owned cargo agent. Everett started Japan-Europe service three weeks ahead of the Japanese group.

THIS IS OFFICIAL

Last month AIR CARGO became the industry's official source for information on air freight embargoes, pick-up and delivery, conditions of acceptance, flight schedules and miscellaneous cargo information. By action of the Air Traffic Conference, our magazine officially replaced the *Station Directory* issued by Air Cargo Inc.

We believe this will help both shippers and air carriers. AIR CARGO contains all of the information previously carried in the *Station Directory*, and more. By gathering all of this information into one publication, it will be easier for shippers to become familiar with the requirements for using air freight. Since all of the information is revised and reproduced each month, there will be one less set of revisions to worry the airline air freight agents.

All firms report a great variety of products are moving. Leading the list are textiles, but such things as portland cement, imitation pearls, toys, newspapers, and kitchen utensils are also included.

Tiger Study Reduces Billing Errors

A one-year study has reduced the airbill error ratio from 5.5% to less than 2.0%, a decrease of over 50% according to Dean Sheets, Superintendent of Stations, Flying Tiger Line, Inc., Burbank, Calif.

Research on the problem of airbill errors began in late 1957 when statistics showed that 5.5% of all airbills contained mistakes. Investigating, FTL's Freight Operations and Revenue Accounting sections found four general trouble areas.

First category was omission—the failure to note on airbills such items as insurance or COD instructions. Others included: arithmetical—improper rate computations, etc.; tariff—improper commodity classification; and procedur-

al—mishandling of complicated in-bond billing on overseas traffic.

Taking this breakdown a bit further, FTL compiled additional statistics with the specific objectives of isolating billing errors, methods for improvement, and yardstick progress. Revenue Accounting worked out a coded formula to provide specific information as to what was happening. The information, in turn, was relayed to stations on a regular tabulated basis to show which stations were failing to perform.

"We established something of a contest for performance and it had exceedingly good results," Sheets says.

Net result of the program was a substantial increase in general efficiency, particularly in the preparation of air-bills. Producing customer satisfaction in a sensitive area, the study paid off in three additional ways. The work load of Revenue Accounting was reduced as was much station time spent in rechecking. Departmental management was provided with a valuable performance measuring tool, and a training tool was produced which could be made applicable to other activities, such as credit and collection applications, flight delay analysis, station credits and ground damage to aircraft.

Although hard to evaluate in dollars and cents, the FTL program has produced known actual savings by cutting down such costs as revenue lost through failure to note COD instructions. The Tigers are satisfied that the program will pay dividends for a long time to come.

V. R. Tupper Honored For Traffic Management

V. R. Tupper, director of traffic for the Remington Rand Division of Sperry Rand, has been given the first North American Traffic Award For Outstand-

V. R. Tupper (center) receives the first North American Traffic Award from James D. Edgett. Others in the picture (from left to right) Donald G. Stewart, Union Carbide traffic manager; Edward Manney, IBM traffic manager, and Gil Forsyth, Remington Rand.



ing Service in the Field of Traffic Management. Presentation was made by James D. Edgett, president of North American Van Lines, the award's sponsor.

The North American Traffic Award as presently established will be presented to industry leaders in recognition of their contributions to the effortless movement of the nation's goods. Plans are being made for the future expansion of the award program as an industry service. Details will be announced at a future date, Edgett explained.

In making the award, Edgett said "V. R. Tupper has done much to increase the stature of his profession by introducing and adopting advanced and pace-setting methods. At the same time he has not lost sight of the need to hold the line in costs—whether or

his internal operation or of the transport in which he deals. He has kept his company's traffic management modern and ready to face the challenges and opportunities of the future."

Seattle Forwarder Buys Chicago Truck Firm

Pacific Air Freight, an air freight forwarding company with headquarters in Seattle, has bought a Chicago trucking firm which will serve as Pacific's midwest representative.

Gene E. Tonnemacher, formerly Seattle district manager for Pacific Air Freight, will manage the new office, according to Holt Webster, the company's executive vice-president.

"The addition of Midwest Delivery Service, Inc. to our firm gives us a broader coverage in an important air freight market," Webster pointed out. "Air service is only as good as its ground-handling. This expansion in Chicago gives us better control and faster dispatch of shipments at a major point of interchange."

Webster also announced the promotion of Raymond Carlisle to the Seattle district manager's job.

New BOAC Service Speeds U. K. Exports

Importers in the United States should gain from a new cargo-expediting procedure initiated by British Overseas Airways Corp. for the shipment of British goods across the Atlantic.

In an effort to speed up American traffic, BOAC collects shipments from

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gett said
ch to in
ession by
advanced
the same
the need
hether or
provincial British exporters at four major London railway stations. The British airline's trucks call at Paddington, Euston, St. Pancras and Kings Cross terminals at 7:30-8 p.m. daily to collect and carry cargo directly to London Airport.

The shipments are then processed and dispatched by BOAC to New York on the same night.

"The new facility is intended to assist exporters who have traffic originating outside the London area," commented W. O. Greenway, U.S. cargo sales officer. For outlying shippers, Greenway forecasts time savings of up to 20 hours.

Swissair Handles Furs Worth \$ Million

An American fur stylist, Breslin Baker, of Manhattan, recently used the cargo facilities of Swissair to ship a fur collection valued at almost \$1 million to St. Moritz, Switzerland. The garments were packed in 4 specially designed cartons and flown by Swissair Cargoliner at a cost of \$1,200.

UAT Cites Strides Firm In African Cargo Traffic

UAT-Aeromaritime, privately-owned French airline, claims that its efforts in the cargo field have led it to the first rank among cargo carrying airlines in Africa. In 1958, the airline carried 19 times more tons of cargo than in 1950 and nine times as many ton-miles. During the past year, systemwise, the carrier handled 12,000 tons of cargo corresponding to more than 11 million ton-miles, an increase of 14% over the results for 1957.

Several factors led to the development of the cargo traffic of UAT in the South-North direction. The use of Douglas DC-6Bs and DC-6Cs gave the airline a great flexibility of operation and enabled it to start the regular operation of all-cargo flights on selected routes. Jointly with Chargeurs Réunis, the shipping company controlling UAT, a system of mixed "sea-air" consignments was developed feeding the regional African routes of the airline with cargoes which, otherwise, would not have travelled by air. Initially, the efforts of UAT were concentrated on the development of traffic from Europe to Africa. Last year, an all-out drive was undertaken in the reverse direction.

This effort was highly successful since northbound traffic was doubled as compared with that of 1957. Besides tropical fruit (partly sent in the form of gift parcels), UAT planes bring

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to Europe large numbers of live animals (ranging from birds to small elephants), rock lobsters, flowers, and other perishables.

On the local networks in Central Africa, seven twin-engined cargo planes, Nord 2502s, are used. They carry such goods as fresh meat (120 tons monthly between Fort-Lamy and French Equatorial Africa and the Belgian Congo) cotton (from Moundou to Douala), coffee (from Bangui to the Coast) and they have permitted the expansion of local agricultural productions which, otherwise, could not be exported.

Aloha Counters HAL Merger Offer

Aloha Airlines president Hung Wo Ching, replying to merger proposals made by Hawaiian Airlines, has stated flatly that Aloha is not for sale. Dr. Ching expressed the belief that there is a need for two airlines in the Hawaiian Islands, and that "our expanding economy can support two profitable airlines."

In its offer of merger, HAL had expressed the opinion that "one financially strong and independent air carrier is in a position to provide new and improved public services not possible now with two airlines dependent on subsidy."

Dr. Ching replied that "if Hawaiian sincerely believes in a monopoly airline in Hawaii and wants just one airline, Aloha Airlines is prepared to purchase Hawaiian Airlines under conditions identical to those offered to us."

Dr. Ching's statement was contained in a letter to stockholders in which he said he felt it was necessary "to clarify several points" following repeated publicity released by Hawaiian Airlines on the subject of merger and purchase offers to Aloha Airlines.

Ching emphasized his belief that the travel market in the Hawaiian Islands can sustain two competing air services at a profit. Asserting that Aloha, with only 30% of the total business has been "at or near the break-even point" in its operations, he declared that "a slight increase" would result in a profit.

Said Dr. Ching: "Since we can make money at slightly more than 30% of the total market, I believe Hawaiian Airlines owes an explanation to the public why it is unable to make money with 70% of the traffic."

Douglas Repurchases 10 UAL DC-7s

Douglas Aircraft will repurchase ten DC-7s from United Air Lines at an amount near \$10 million. Civil Aeronautics Board has already approved the contract under which delivery of the aircraft to Douglas is to begin in November and will continue at the rate of one per month.

The contract was made at the same time the companies signed a contract for sale of DC-8s from Douglas to United, although the companies emphasized the two were separate agreements. The price of each plane will total \$1,250,000, less \$5,000 for each month United has owned the aircraft.

Pan American Reports Healthy Freight Increases

Pan American World Airways showed a healthy increase in cargo ton-mileage in 1958 over 1957.

The airline's eastbound transatlantic cargo ton miles showed a 45% increase for the first 10 months of 1958 over the same period in 1957 and was estimated to hold to that level for the full year. Ton mileage in the Company's Pacific Division increased by 6%, and over PAA's worldwide routes as a whole by 10%.

The carrier's cargo ton mileage for 1957 reached 96,595,000 ton miles. In 1958, Willis G. Lipscomb, Vice President, Traffic and Sales, predicted the total will be more than 100 million.

Pan Am's overall growth in transatlantic business was attributed by Lipscomb to improved business conditions and the introduction of PAA's jet service on the Atlantic.

NAL Flies Fresh Berries

Fresh strawberries are being regularly shipped by jet aircraft from Florida to many northern markets. The berries are shipped by Campbell & Cerniglia Farms, Goulds, Fla. aboard National Air Lines' Boeing 707 jets which operate between Miami and the north.

During the winter season, the firm expects to ship by air between 20 and 25 tons of strawberries. "Jet travel means we can pick the fresh berries and place them on the consumer's table the same day," a company spokesman said.

Delta Air Lines Records 33% Freight Gain

Delta Air Lines in 1958 registered gains over 1957 of 33% in air freight to 45,725,000 pounds, 19% in mail to nearly 20 million pounds, and 16% in express shipments to 15.5 million pounds.

Operating revenues for calendar 1958 increased 13.37% to \$95,613,000.

C. E. Woolman, DAL president and general manager, said gross revenues for the six months ending December 31, 1958—the first six months of the airline's current fiscal year—are estimated at \$49,142,000. This represents an 18% increase over the \$41,709,000 reported for the same 1957 period. Woolman noted that Delta's revenues in the latter part of 1958 were "somewhat improved as a result of labor difficulties encountered by competing airlines."

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Interstate and Intrastate Common Carrier



Electronic Longhand Provides Shipping Shortcut

A cost saving system of instantly written messages, which ties in shipper, airline and cartage-man is being offered in the Washington area.

BY DONALD J. FREDERICK

A SHIPPING shortcut employing TelAutograph, an electronic longhand, has been introduced to the Washington, D.C. area through a joint arrangement by Pan American World Airways, American Airlines, and Pollard Delivery, local cartage agent for the scheduled airlines. The system automatically and instantly delivers permanent, ungarbled messages to speed shipments on their way.

Essentially, the operation, introduced by the TelAutograph Corporation of Los Angeles, California, is a means of communications designed to transmit handwritten messages from one point to another.

Anyone who can write is able to send messages. At the receiving end, messages are completed whether anyone is present to receive them or not.

The system employs as basic units, TelAutograph transceivers and receivers. The receiver receives messages only. The transceiver both sends and receives messages. An electronic longhand system consists of one-way communications from a transceiver to a receiver; two-way communications between two trans-

ceivers or multi-communications by various combinations of both instruments in any number desired. A simple wiring circuit connects the system with the local phone company's lines which are used to tie in the machines.

Installation of the machines normally takes two or three hours and is done at no charge by TelAutograph.

Here is how the system is geared to work in the Washington area. An air freight customer calls the cargo sales office of either Pan American or American with a pick-up order. The airline agent taking the call writes the necessary information with an electronic pen on an "Instant-Form" provided by TelAutograph. Simultaneously, the information is relayed from the airline office by the transceiver and automatically recorded on Pollard's forms in the receiver at the airport. Pollard, which uses two-way radio, can immediately relay the pick-up details to its fleet of trucks.

Transceiver sets are rented by the airlines at a cost of \$330 per year, or on a monthly basis at \$27.50. Pollard pays \$195 a year for a re-



The receiver shown above is used for a plain tear-off type operation. The machine is also available with an upright winder.



The transceiver unit can be provided with either a built-in paper supply box to hold a small supply of forms or can be slotted for continuous feed.



The TelAutograph system as employed in Washington is pictured above. At right a Pan Am cargo sales agent takes a pick-up order from a customer and simultaneously relays the information to Pollard Delivery via electronic pen. Shown at left the Pollard dispatcher reads the information and at the same time relays the details via radio to one of his trucks for pick-up.

ceiver or \$16.25 monthly. Installation and any normal machine servicing are included in the charges.

The only other cost is for the forms used on the machines. These were designed by TelAutograph to specifications submitted by Pollard and the carriers. The price for 40,000 forms runs \$5.01 per 1,000 or about \$200. With a re-order the bill drops to \$3.74 per 1,000. On a smaller order of 20,000, the price tag reads \$7.24 per 1,000 on the initial order and \$4.64 per 1,000 on re-order.

The parties intend to split the cost of the forms in a co-operative effort to take advantage of the quantity price.

Both Pollard and the carriers anticipate cost savings and improved service to the shipper.

In Pollard's case, vice president Joseph Earley pointed out that now his dispatcher could devote full time to dispatching and eliminate time formerly used on the telephone. He noted that with his radio equipped fleet of trucks, the dispatcher could almost instantly receive and dispatch the same pick-up order. "Besides eliminating errors, the system gives greater operating time to get

the pick-up," he said.

Earley estimated cost savings of at least \$2.50 a day and indicated he would be surprised if this figure is not considerably higher after operations are fully under way.

Pan Am's Washington station manager, Frank G. Stoppa, estimates that PAA will save between \$350 and \$400 a month, conservatively. He figures on saving at least 8 man hours a day.

Under the old Pan American system in Washington, it took the agent two phone calls to arrange a pick-up with Pollard. This process, Stoppa said, averaged from 12-15 minutes. At present, Pan Am services from 60-75 calls a day.

Citing other advantages, the Pan Am executive forecasts a more accurate relay of information eliminating phonetic errors as well as possible errors in several transmissions.

Stoppa stressed the fact that the new service would tie in nicely with PAA's closed circuit teletype system. "Pan American," he commented, "offers to the shipper in this area one through airway bill from Washington to destination with teletype coverage throughout the world. The

new equipment will offer teletype coverage from the time of original pick-up to destination."

Pan American uses both a receiver and transceiver in its operation. The PAA receiver will be used to provide an accurate log of all pick-ups relayed to Pollard.

The TelAutograph system is not new to air transportation. For years the airlines have been using it to advantage in reservations and operations.

Atlantic Transfer Company, the local cartage agent for the scheduled airlines in Los Angeles, pioneered the tie-in with air freight on the west coast. American, Trans World and United Airlines joined Atlantic in the experiment. All the parties are enthusiastic on the results to date.

Atlantic says that the telephone in Los Angeles is now used only for "specials" or when some problem of pick-up and delivery needs to be resolved. During the last few months many abbreviations have been agreed upon and standardized layout has been instituted.

Atlantic found that with only three carriers using the service, one re-

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ceiving unit in the cartageman's terminal has been satisfactory. However, it was realized that as the number of airlines using the system increases, a second receiver may have to be added for the cartageman. Occasionally, it is necessary for one of the carriers using the service in Los Angeles to wait one or two minutes while another airline is dispatching a message, but no serious delays have resulted.

In addition to the pick-up calls, TelAutograph is also used for such information as delayed flights, advice on truck needs for inbound deliveries, requirements for unit containers, etc. In Washington the system will be similarly used.

Theo J. Karcher, manager of Atlantic's air cargo division, reports that, in addition to savings of costs, there has been a reduction in the number of missed pick-ups which contributes to improved customer relations. He further pointed out that the contractor now has written proof of the time the pick-up is called in and this can easily be cross-checked against the time the pick-up was accomplished.

Joseph A. McKinney, TelAutograph's Washington systems analyst, feels that the California operation plus airlines reservations and operations experience will be big selling points and anticipates that a number of other carriers in the Washington area will join the Pan American-Pollard triumvirate.

The system is not likely to become overburdened. McKinney estimates that Pollard can comfortably handle at least 250 calls a day with one receiver.

A mix-up in sending messages is also unlikely. In the event one carrier attempts to use its transceiver while another is transmitting, a small red warning light flashes in the corner of the machine which automatically locks until the wire is clear.

Describing the electronic pen used on the forms TelAutograph tells the customer: "In your hand, this magic wand of modern electronics gives you a new command of your business world—automating 8 basic business operations . . . speeding work flow . . . preventing errors . . . reducing costs . . . providing permanent records of messages, giving management a faster flow of the

vital facts essential for full control, intelligent decision, prompt action."

In effect, this electronic pen allows almost complete integration between groups within an organization or system. Complete interconnection of departments, branch offices or plants is possible.

Aside from the airlines, present users are separated by TelAutograph into two broad classifications—manufacturers and non-manufacturers.

In the non-manufacturing category, users include banks, race tracks, government, public utilities, wholesale establishments, insurance

companies and service organizations.

The uses of this system have been termed almost limitless. In addition to tying an order taking department with a shipping department or warehouse, the system could be expanded to provide direct communications between carriers and their customers.

TelAutograph recently established national headquarters, factory and laboratory in the new TelAutograph Building in Los Angeles. The company now has sales and service offices in all principal cities throughout the United States, Canada and Europe.

Air Freight Pick-Up Request				
Consignor				
Address				
Date	Airline	Ready	Close	Driver
# Shpmnts.	Pieces	Weight	Destination	
Remarks:				
Inq.	Call Back	Compl.	Cancel	Missed
Instan-Form				

This is the "Instan-Form" designed by Pollard in conjunction with American and Pan Am to expedite pick-up in the Washington area. The parties feel by using this form they will be able to get detailed and exact information in the proper sequence necessary to assure the most efficient operation. The forms are provided by TelAutograph.

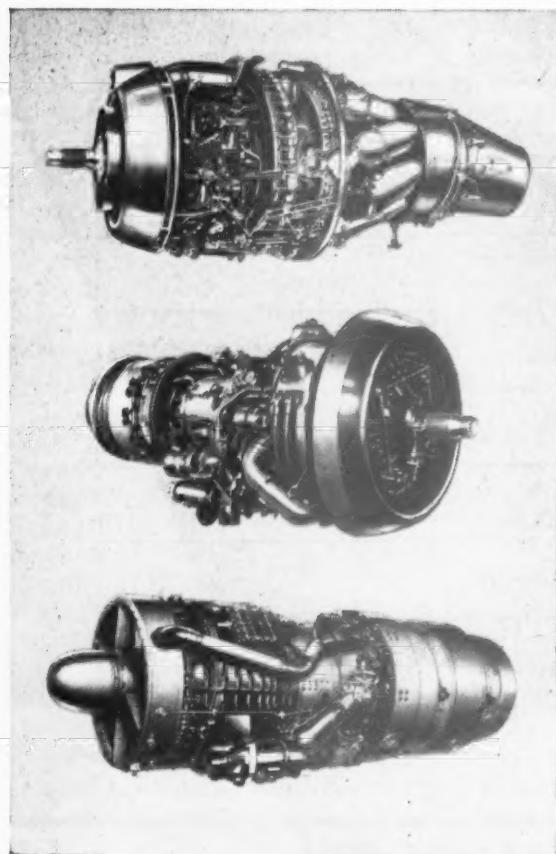
A NEW ERA IN

THE ROLLS-ROYCE CONWAY BY-PASS JET ENGINE



has now been granted a full certificate of airworthiness by the Air Registration Board at a minimum rating of 17,000 lb. thrust. Conways are now being delivered to aircraft manufacturers.

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THE DART

—the first, and for four years the only prop-jet in airline service has flown over 6,000,000 hours. The Dart is currently operating at overhaul lives of up to 2,200 hours.

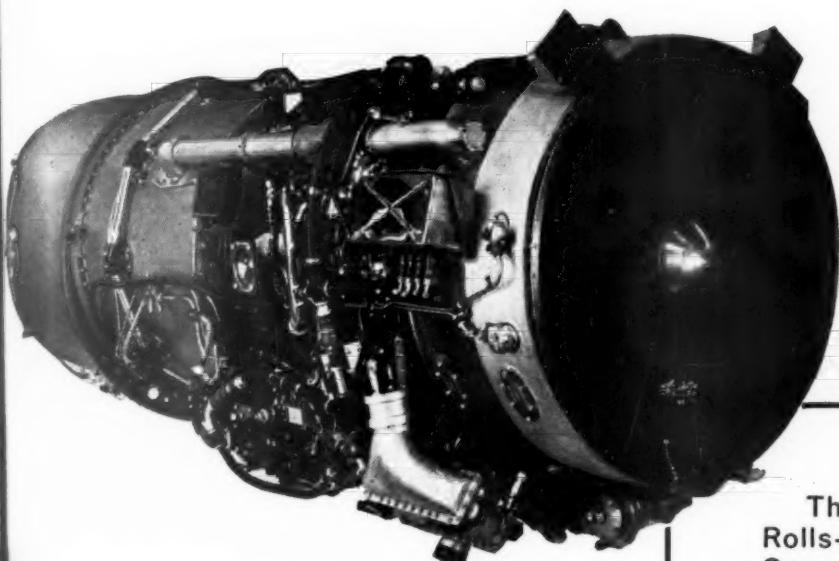
THE TYNE

—a most advanced prop-jet engine, is due to enter service in 1960 at ratings of 4,985, 5,525 and 5,730 e.h.p. It has a specific fuel consumption comparable with the latest compound piston engines.

THE AVON

—the first turbo jet on the North Atlantic route, and now in daily service, began scheduled operations with an approved overhaul life of 1,000 hours.

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The by-pass principle which Rolls-Royce have proved in the Conway engine is now accepted as the correct formula for all jet transport and for certain military applications.

The new RB.141 family of by-pass jet engines is based on seven years' development experience of the by-pass principle gained with the Conway and on six years' operation of other gas turbine engines in airline service. The first of this series has already been chosen to power the new British European Airways medium range jet airliner.

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GAS TURBINES

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Continental's Custom-Built Boeing 707

SAME DAY DELIVERY between CHICAGO and LOS ANGELES

Same Day Delivery—3 hours and 40 minutes from Chicago to Los Angeles! And only 3 hours and 25 minutes from Los Angeles to Chicago.

The speed speaks for itself. But Continental's Golden Jet Cargo Service is more than just speed. It is experience and efficiency...in handling everything from watch parts to tropical fish; fresh carnations to boxes of ladybugs. And Continental's Golden Jet Boeing 707 has a pressurized and temperature-controlled cargo compartment. No need to worry about freezing or cold damage to the products you ship.

Later on other cities will join Chicago and Los Angeles in being served by the Golden Jet. Right now Continental's Jet Power Viscount II fleet serves most of the major cities in the West and Southwest, along with the DC-7B.

A passenger timetable is your freight timetable. If you are located in one of the 50 cities served by Continental write or call your local Continental Cargo Manager. He will be glad to send you a copy.

Remember! You ship with Confidence when you ship via Continental Airlines.



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AIR CARGO

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both AIR FREIGHT and AIR EXPRESS service unless specifically noted
 (1) indicating freight service only or
 (2) indicating express service only.

CARRIERS. The two letter code of carrier providing service for each city and the Official Airline Guide flight schedule table number is designated. Each carrier provides express and freight service unless noted by
 (1) indicating freight service only or
 (2) indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement.
HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

- A—available at airport and in city
- C—available in city only.

CUSTOMS FACILITIES.

- A—available at airport only
- C—available in city only
- AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Aberdeen, N. C.	SOP	See Pinehurst, N. C.									
Aberdeen, S. D.	ABR	BN 161A	BA 5-5463	3.....	200	C	A	MSP			No Service Available
Aberdeen, Wash.	HOM	WC 850A	Hogulan 384	3.....	150	C	A	C			No Service Available
Abilene, Texas	COB	CO 300	OR-3-2587	9,3.....	200	A	A	DAL	G	.40	1.00
Ada, Oklahoma	ADH	CN 255	Federal 2-5787	3.....	200	C	C	DAL			No Service Available
Ainsworth, Neb.	ANW	CP	373	3.....	200			DEN			No Service Available
Aklevik, N.W.T.		AA 112	TYler 6-2315	1, 3, 6, 9	200					.50	1.50
Akron, Ohio	CAK	CA 240	TYler 6-2303	9.....	250	C	A	AC		.50	1.50
		EA 327, 333	TYler 6-2344	3, 4.....	250	C	A	AC		.50	1.50
		FT 375	TYler 6-2352	9.....	200	C	A	AC		.50	1.50
		UA	TYler 6-2361	Served Through Cleveland, Ohio	200	C	A	AC		.50	1.50
		CO	Emlock 7-5710	22.....	200	C	A	ELP		.50	1.10
Albuquerque, N. M.	HNN	FL	JU 9-6311	3.....	200	C	A	DEN			No Service Available
Albuquerque, Colo.	ALS	EA 320, 325, 330	HE-2-0525	9.....	200	C	A	DHN		.35	.75
Albany, Ga.	ABY	50 730	HE-6-2418	3.....	100	C	A	DHN		.35	.75
Albany, N. Y.	ALB	AA 110	Union 9-5321	9.....	250	C	C	AC	G	.60	1.40
		EA 319B, 325, 327, 332, 335	Union 9-5361	3.....	200	C	C	AC		.60	1.40
		FT 3/5.....	Albany 4-8223	20.....	200	C	A	AC			
		MO 460	Union 9-5339	9, 3.....	200	C	C	AC		.55	1.20
		TW 815	Union 9-5379	19.....	400	C	C	AC		.60	1.40
Albany, Ore.	CVO	WC 850A	Corvallis 3-4232	3.....	150	C	A	PDX			No Service Available
Albuquerque, N. M.	ABQ	CO	Chapel 2-5219	9, 3, 22.....	200	A	A	ELP	G	.40	.85
		FL	TW 815	3.....	200	A	A	ELP		.40	.85
		3-1705	3-1705	8, 7.....	250	A	A	BTR		.50	1.10
Albany, Ore.	AEX	DL 309, 312	4471	9, 3.....	300	C	C	PHL	G	.50	1.35
Allentown, Pa.	ABE	EA 325, 327, 332, 335	CO 4-0557	19.....	200	A	A	PHL		.50	1.35
		TW 815	Congress 4-0597	9, 6.....	400	A	A	PHL		.50	1.35
		UA	Congress 4-0512	804.....	300	A	A	PHL			No Service Available
		WA 860	WA 860	3.....	200	C	C	DEN			
Alliance, Neb.	AIA	See Maria, Tex.									
Alpine, Tex.	MRF	Al 90	HO 5-2044	3.....	150	C		PIT	G	.55	1.75
Altus, Okla.	ADD	See Bryan, Tex.									
A and M College, Tex.	—										
Amarrillo, Tex.	AMA										
Anheim, Calif.	ANA	AS	CD 304A	9, 3.....	500	C	C	DAL	G	.80	1.35
Anchorage, Alaska	ANC	AS	BL 155	3.....	200	C	C	DAL		.80	1.35
Anderson, S. C.	AND	CD 304A	DR 6-9373	8.....	200	C	C	DAL		.80	1.35
Ann Arbor, Mich.	—	NW 510, 512, 8495	DR 3-5830	9, 3.....	200	C	C	DAL		.80	1.35
Annette Island, Alaska	—	41861	DR 3-4226	3.....	200	C	C	DAL		.80	1.35
Anniston, Ala.	ANB	TW 815	DR 2-5517	8.....	250	C	C	DAL		.80	1.35
Apple Valley	APV	LX 430	2-0131	20.....	200	C	C	LAX			Los Angeles Area
Aracata, Calif.	ACV	AS	CD 304A	4, 6, 10, 15, 2	1500	A	A	AC		1.00	2.00
Arctic Red River, N. Y.	—	NW 510, 512, 8495	BL 155	3.....	100	C	C	LAX			No Service Available
Ardmore, Okla.	APD	41861	DR 6-9373	3.....	200	A	A	AC			
Asbury Park, N. J.	BLM	EA 327	DR 3-5830	6, 10, 15A	2000	A	A	AC		1.00	2.00
Asheville, N. C.	AVL	CA 244	2-2404	16, 4, 8	200	A	A	AC	ATL	.35	.75
		DL 310	AL 2-7601	19.....	200	A	C	DAL			No Service Available
		PI 640	AL 25061	3.....	200	C	C	DAL			
Ashland, Ky.	HTW	See Huntington, W. Va.									
Astoria, Ore.	AST	WC 850A	AST 143	3.....	150	C	A	C			No Service Available
Athens, Ga.	AHM	SD 730	L-18134	3.....	100	C	A	ATL		.65	1.35
Athol, Mass.	ORE	NE (Service Suspended)	PO Popular 6-8356	1.....	6000	A	A	C	G	.50	1.55
Atlanta, Ga.	ATL	CA 244	PO Popular 1-8811	3, 22, 8.....	250	A	A	C		.50	1.55
		DL 309, 309A, C, 310, 310A, B	PO Popular 6-5315	9, 3, 5, 10, 8, 19	6000	A	A	C		.50	1.55
		314A, B, C 8285	PO 0-0221	1-A	500	A	A	C		.50	1.55
		EA 319E, 320, 325, 327, 330, 333, 336, 336C, 8315	PO Popular 6-2711	4, 7, 8, 16, 10, 19	500	A	A	C		.50	1.55
		RD 670, 8570	PO Popular 6-5321	1.....	6000	A	A	C		.50	1.55
		SO 730	Pleasantville 2458	3.....	200	A	A	PHL		.55	1.10
Atlantic City, N. J.	ACT	AL	Pleasantville 2500	19.....	200	A	A	PHL		.55	1.10
Auburn, Me.	LEW	EA 324, 325, 327, 332									
Augusta, Ga.	AGS	See Lewiston, Me.	2-8814	9, 3.....	300	C	A	ATL	G	.75	1.50
Augusta, Ga.	AUG	DL 309, 310, 314C	2-4684	19.....	200	C	A	ATL		.75	1.50
Austin, Tex.	AUS	EA 325, 333	Mayfair 2-1351	3.....	200	A	C	PWB		.50	1.00
Bale Commeau, P. Q.	QBA	NE 485	HO 5-5461	9, 3.....	200	A	C	SAT	G	.40	.85
Baker, Ore.	BKE	BN 158, 160, 161	HO 5-6135	9, 3.....	200	A	C	SAT		.40	.85
Bakersfield, Calif.	BFL	CO 308	TT 800	3.....	150	A	C	SAT			
Baltimore, Md.	BAL	HO 5-6138	HO 5-6138	3.....	400						
		WC 850B	ENT 461	3.....	150	C	C	PDX			No Service Available
		UA 835	Export 9-2921	9.....	200	A	C	LAX	G	.40	.95
		PC 516	Export 9-1771	3, 19.....	200	A	C	LAX			
		AA 105, 120, 124, 126, 8135	SARatoga 7-3210	9, 15.....	6000	A	A	C	G	.75	1.50
		AL 90	Southfield 1-1300	3.....	150	A	A	C		.75	1.50
		AX 6									

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										Per 100 Lb.	Minimum	
Baltimore, Md.	BAL	CA 240, 242, 244, 244A DL EA 324, 325, 327, 332, 335 NA 470A, B NE — (Service Suspended) PA — 573 RD — (Service Suspended) TW 815 UA 830	SARatoga 7-1063 Southfield 6-2100 MUlberry 5-7718 Southfield 1-0603 MU 5-1630 SARatoga 7-1303 PLaza 2-0206	4, 22 6 4, 19, 6, 7 9, 6 — 8, 19 9, 10	250 200 200 200 — 400 300	A A A A — A A	A A A A — A A	C C C C — C C	— — — — — — —	.75 .75 .75 .75 .75 .75 .75	1.50 1.50 1.50 1.50 1.50 1.50 1.50	
(Concluded)												
Bozeman, Mont.	BGR	NE 485	7314	3	200	A	A	C	G	.50	1.00	
Ber Harbor, Me.	BHB	NE Seasonal	Normandy 7-2573	3	200	C	C	C	—	No Service Available		
Berro, Vt.	MPV	See Montpelier, Vt.	—	—	—	—	—	—	—	Seasonal		
Bethelleville, Okla.	BVO	CO 300 CN 255	147 636	9, 3 3	200 200	C C	C C	MKC MKC	G	.45 .45	.95 .95	
Benton, Wyo.	GEY	See Greybull, Wyo.	ELgin 5-4491	9, 3	300	C	C	C	—	—		
Baton Rouge, La.	BTR	DL 309, 312 EA 327 SO 730	EL 5-2581 EL-7-1488	19 3	200 100	C C	C C	C	G	.55 .55	1.25 1.25	
Battle Creek, Mich. (C)	BTL	NO 475	Woodward 3-541	3	200	A	—	—	—	—		
Bay City, Mich.	MBS	See Saginaw, Mich.	—	—	—	—	—	—	—	—		
Beaufort, N. C.	MRR	See Morehead City, N. C.	—	—	—	—	—	—	—	—		
Beaumont, Tex.	BPT	DL 312	TE-5-7541	9	300	C	A	C	G	.55	1.10	
Beckley, W. Va.	BKW	EA 327	TE-5-4573	19	200	C	A	C	—	.55	1.10	
Beeville, Tex.	NIR	TT 800	TE-5-1425	3	150	C	A	C	CVG	.55	1.10	
Belfonte, Pa.	PSB	See Phillipsburg, Pa.	CLifford 2-2314	3	100	C	O	—	—	—		
Bellingham, Wash.	BLI	UA 830, 835	FL 8-4727	3	150	C	—	—	—	—		
Beloit, Wis. (C)	JVL	NO 475	Bellingham 4094	9	200	C	C	AC	—	—		
Bend, Minn. (C)	BJJ	117	EMerson 5-3473	3	200	C	C	—	—	—		
Bend, Oregon	RDN	UA 835	9	200	C	—	—	—	—	—		
Berlin, N. H.	BML	NE Seasonal	Milan 2011	3	200	A	—	—	PDX	—		
Bermuda	BDA	EA 322A	5951	7, 8	200	—	—	A	LWM	—		
Bethlehem, Pa.	ABE	See Allentown, Pa.	—	—	—	—	—	—	—	—		
Big Spring, Tex.	BGS	CO 300	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00	
Billings, Mont.	BIL	FL 377 NW	2-3466 9-1989 9-4549	3 4, 6, 15A	200 500 200	A A A	A A A	GTF	G	.50 .50 .50	1.25 1.25	
Biloxi, Miss.	—	See Gulfport, Miss.	9-1544	19	200	C	C	SVR	G	.45	.95	
Binghamton, N. Y.	BGM	FT 325, 327, 332, 335 FT 375, 8330 MO 460 TW 815	Binghamton 9-1591 7-1263 9-1576	1 1 9, 3 19	10000 200 250	C C C	C C C	SVR	G	.50 .45 .50	1.00 .95 1.00	
Birmingham, Ala.	BHM	AX 6, 8015 CA 244 DL 309, 314A EA 327, 330 SO 730	WOth 1-6192 L'Yric 2-9605 WO-1-4631 WO-1-3737	3, 22, 8 9, 5, 7, 1A 8, 7, 19	250 2000 200 100	A A A A	A A A A	C	G	.60 .60 .60 .60	1.20 1.20 1.20 1.20	
Bisbee, Ariz.	DUG	See Douglas, Ariz.	CA-3-5640	3	200	A	A	MSP	—	—		
Bismarck, N. D.	BIS	BN 161A FL 377 NW 510	CA-3-3272 CA-3-7400	3 4	200 200	A A	A A	MSP	—	—		
Bloomington, Ill.	BMI	OZ	5-2840	3	200	C	—	—	—	—		
Bloomington, Ind. (C)	BMG	LC 400	VAlley 5-2111	3	200	C	—	—	INT	G	.50	1.00
Bluffield, W. Va.	BLF	PI 640	DAvenport 7-6141	3	100	C	—	—	SAN	G	—	
Boyle, Calif.	BLH	BL 155	16-F-3	3	200	C	—	—	SPO	G	.40	.85
Boise, Idaho	BOI	UA 830, 835 WC 850A	Boise 3-2521 Boise 2-3661 BRoadway 3-2818	9, 5, 6 3 3	400 150 200	C C C	A A A	GTF	DAL	.40 .40	.85 .85	
Boggs, Tex.	BGO	CN 255	—	—	—	—	—	—	—	—	No Service Available	
Boston, Mass.	BOS	AA 104B, 110, 115, 1150, 124, 128, 8135 AF 60, 60E, 61, 61A-D, 62B BA 170A BOAC	Liberty 2-5470 COpley 7-5350 11, 8 CO-7-5173 FT 375, 8330 MO 460 NA 470A, B NE PA 550, 560, 565A, B RD 670, 8570 TC 770 TW 815, 880 UA 830, 8795	9, 5, 15, 10 7 11, 8 9, 8, 7, 19, 6, 10 1 1 9, 3 9, 5, 6 9, 3, 6, 22 6, 10 6, 10 22 8, 19 9, 5, 10, 6	6000 200 1100 220 200 10000 200 200 200 200 6000 6000 400 6000	A A A A A A A A A A A A A A A A	A A A A A A A A A A A A A A A A	AC AC AC AC AC AC AC AC AC AC AC AC AC AC AC AC	G	.70 .70 .70 .70 .70 .55 .70 .70 .70 .70 .70 .70 .70 .70 .70 .70	1.40 1.40 1.40 1.40 1.40 1.25 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40	
Boulder City, Nev.	BLD	See Las Vegas, Nev.	VI-2-1601	19	200	A	A	BNA	G	.35	.50	
Bowling Green, Ky.	BWG	EA 330	4	200	C	C	GTF	—	—			
Bowman, Mont.	BZM	NW	JUniper 6-6026	—	—	—	—	—	—	—		
Broward, Fla.	SRQ	See Sarasota, Fla.	2-3551	3, 19	150	C	—	—	—	—		
Bufford, Ga.	BFD	AL 90 MO — (Service Suspended)	—	—	—	—	—	—	—	—		
Buddy, Tex.	BBD	TT 800	2110	3	200	C	—	—	—	.55	1.50	
Buenaire, Minn. (C)	BRD	NO 475	5531	3	200	C	—	—	—	—		
Bunden, Man.	YBR	TC 770	5328	3	200	C	C	—	—	.50	1.00	
Bridgewater, Conn.	BDR	AA 124, 8135 NY	EDison 7-1279	9 19	(6000 200	A	C	G	—	.60	1.35	
Bristol, Va.	TRI	CA 244 PI	South 2510 South 4-2123	3 3	150 100	C C	C C	INT INT	G G	.50 .50	1.10 1.10	
Buckings, S. D.	BKK	BN (Service Suspended)	NO 475 (C)	3	200	A	—	DNA	—	—		
Brownsville, Tex.	BRO	WA 860	36	200	A	—	DNA	—	—	No Service Available		
Brownwood, Tex.	BWD	BN 158, 160, 161 EA 327	Lincoln 2-7431 LI-6 1694	9 9	200 200	A A	A A	AC	—	.35 .35	.75 .75	
Brunswick, Ga.	SSI	PA 590	2-5360	6, 10	500	A	A	AC	DAL	.35	.75	
Brynn, Tex.	CLL	TT 800 EA 325, 333 VI-6-4789 VI-6-5611	6882 107 2707 3, 9 3	3 3 200 200	150 200 200 150	C C C C	C C C C	C C SAT	G G G	.40 .40 .55 .55	.85 .85 1.10 1.10	
Buffalo, N. Y.	BUF	AA 110, 112B, 114C, D, 122, 8135 AL 90 CA 240, 242, 244, 244A FT 375, 8330 LC 400 (C) MO 460	Plaza 6007 Spring 4805 Plaza 2240 Plaza 3071 Spring 8262 Plaza 3000	9, 5, 15 3 3, 4, 6, 22 1 3 9, 3	6000 150 250 10000 200 200	A A A A A A	C C C C C C	AC AC AC AC AC AC	G	.45 .45 .45 .45 .45 .45	1.50 1.50 1.50 1.50 1.50 1.50	
Burbank, Calif.	BUR	See Los Angeles, Calif.	ENT 460	3	150	A	A	GFT	—	—	No Service Available	
Burley, Id.	BYI	WC 850A	PLaza 2-4362	3	200	A	C	PIA	—	.50	1.50	
Burlington, Iowa	BRU	BN — (Service Suspended)	02 515	—	—	—	—	—	—	—		

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										Per 100 Lb.	Minimum	
Burlington, Vt.	BTY	EA 325, 327, 332, 335 NE 485	4-6814 5-7475	3 4 9 3, 7, 13, 22, 12 9	200 200 200 200 200	A A A C C	C AC GTF GTF C C	AC AC G		No Service Available No Service Available		
Bette, Nant.	BTM	WA 860	6489 6555							.55 .55 .50 25	1.35 1.35 1.00 .60	
Calgary, Alta.	YYC	TC CP 210	Amherst 9-1381. Amherst 2-4970.									
Cambridge, Md.	ESN	See Easton, Md.										
Cambridge, Mass.	CDN	See Boston, Mass.										
Camden, Ark.	CDH	TT 800	TE 4-5784	3	150	C					No Service Available	
Camden, N. J.	PAL	See Philadelphia, Pa.										
Canton, Ohio	CAK	See Akron, Ohio										
Cape Girardeau, Mo.	CGI	OZ 515.	5-6064	3	200	C	A	STL			No Service Available	
Cape May, N. J. @	WWD	AL (Service Suspended).	TUxedo 5-2992	9, 3	200	C	C	ELP				
Caribou, N. M.	CHM	CO 300	FL 377	3	200	C	C	DEN				
Carrollton, Ga.	CFR	See Monterey, Calif.	BL 155.	9	200	C	C	DEN		.50 .55	1.25 1.35	
Casper, Wyo.	YCG	See Cedar Rapids, Iowa	CP 210.	3	200	C	C	LAX			No Service Available	
Castlegar, B. C.	CDC	Cedar Falls, Iowa	772-W									
Cedar Rapids, Iowa	CID	UA 830.	EMpire 4-248L	9	200	C	C	OMA	G	.50	1.00	
Cedar Rapids, Iowa		EA 320.	EMpire 2-1103	3	200	C	C	OMA	G	.50	1.00	
Centralia, Wash.	CLS	See Chehalis, Wash.										
Chardon, Neb.	CDR	WA FL	4466, HEmlock 2-2055 ..	3	200	C	C	DEN			No Service Available	
Champaign, Ill.	CMI	OZ 515.	6-7271	3	200	A					No Service Available	
Charleston, S. C.	CHS	See Mattoon, Ill.	DL 309, 310.	9	300	A	C	C	G	.55	1.10	
Charleston, S. C.	CHS	EA 322, 330.	4-2567.	19, 4, 9.	200	A	C	C		.55	1.10	
		NA 470A, B.	4-3311.	9	200	A	C	C		.55	1.10	
Charleston, W. Va.	CHW	AA 120.	Dickens 6-4204.	9	300	A	A	CVG	G	.55	1.45	
		CA 244.	2-8007	3, 22, 8	250	A	A	CVG		.55	1.45	
		EA 325, 327, 332, 333, 336	DI 6-0308	19	200	A	A	CVG		.55	1.45	
		PI.	Dickens 6-0691.	3	100	A	A	CVG		.55	1.45	
Charlotte, N. C.	CLT	CA 244.	DL 309, 8285.	3, 22	150	A	A	INT	G	.50	1.25	
		EA 325, 327, 330, 335, 336,	Express 9-0773	9, 8, 1-A	4000	A	A	INT		.50	1.25	
		8315.	EX 9-3331.	4, 4, 8, 16, 7, 19	500	A	A	INT		.50	1.25	
		PI 640.	Express 9-3371.	3	100	A	A	INT		.50	1.25	
		SO 730.	EX 9-7474.	3	100	A	A	INT		.50	1.25	
Charlottesville, Va.	CHO	PI 640.	3-5158.	3	100	C	C	DCA			No Service Available	
Chattanooga, Tenn.	CHA	BN 158.	MA 23701	9	200	C	C	C	G	.45	1.10	
		CA 244.	9-3103.	22, 8	250	C	C	C		.45	1.10	
		DL 310, 314B.	MA 2-8336.	9, 3	400	C	C	C		.45	1.10	
		EA 325, 327, 330, 336.	MA 9-6101.	4, 19, 9.	200	C	C	C		.45	1.10	
Cheboygan, Mich.	PLN	CA 244A.	I499	3, 4	150	C		C		.35	.75	
Chehalis, Wash.	CLS	WC 850A.	5-84706.	3	150	A	A	OLM		.55	1.25	
Cheyenne, Wyo.	CYS	FL 377.	6-6444	3	200	A	C	DEN	G	.60	1.25	
		UA 830.	7-7722	9	200	A	C	DEN		.60	1.25	
		WA 860.	8-8916	3, 9	200	A	C	DEN		.60	1.25	
CHICAGO, ILL.	MDW	AA 103, 105C, 110, 112A, 113C, 114, 114B, D, 120, 122, 128, 8135	REliance 5-8100.	9, 5, 15, 10	10000	A	A	AC	G	.70	1.75	
Midway Airport		AF 60, 60E, 61, A, D, 628	State 1-1250.	7	200	A	A	AC		.70	1.75	
		BN 160, 161A, 162A, 8150	Portsmouth 7-5028	9, 1, 3, 5, 10, 8	2000	A	A	AC		.70	1.75	
		CA 240, 244, 244A	7-2266.	3, 4, 22	250	A	A	AC		.70	1.75	
		CO 300.	LUDlow 5-6800.	10, 22	200	A	A	A		.70	1.75	
		DL 310, 310A, 312, 8285.	PO-7-1900.	9, 5, 10, 1-A	6000	A	A	AC		.70	1.75	
		EA 319D, 320, 332, 336.	REliance 5-2211.	4, 10, 8, 16, 7, 19	200	A	A	AC		.70	1.75	
		FT 375, 8330.	Portsmouth 7-8200.	1, 15, 23	10000	A	A	AC		.70	1.75	
		LC 400@.	Financial 6-0696	3	200	A	A	AC		.70	1.75	
		LH 432.	Andover 3-6670.			A	A	AC		.70	1.75	
		NO 475@.	DEarborn 2-7522.	3	200	A	A	AC		.70	1.75	
		NW.	RAndolph 6-9562.	11, 10, 4, 6	300	A	A	AC		.70	1.75	
		OZ 515.	LUDlow 5-1952.	3	200	A	A	AC		.70	1.75	
		RD 670, 8570.	LUDlow 2-4040.	1	6000	A	A	AC		.70	1.75	
		TC 770.	RAndolph 6-3644.	22	200	A	A	AC		.70	1.75	
		TW 815, 818.	DEarborn 2-7666.	8, 7, 19, 1	400	A	A	AC		.70	1.75	
		UA 830, 8795.	Portsmouth 7-5100.	9, 5, 15, 10, 6	6000	A	A	AC		.70	1.75	
		AA 105C, 110, 114, 114B, D, 122 ..	GLadstone 5-4308.	9, 5	6000	C	A	C	G	.70	1.75	
O'Hare Field	ORD	BA 170A.	DEarborn 2-7744.	10	1100	C	A	C		.70	1.75	
		BN 160, 161A.	GL-5-4310.	3	200	C	A	C		.70	1.75	
		CA 240, 240A.	Portsmouth 7-2266.	3, 4, 22	250	C	A	C		.70	1.75	
		DL 310, 310A, 312.	NATIONAL 5-6600.	9,	300	C	A	C		.70	1.75	
		EA 330.	REliance 5-2211.	9, 7, 8, 16, 10, 19	200	C	A	C		.70	1.75	
		NO 475@.	DE-2-4900.	3	200	C	A	C		.70	1.75	
		PA 550, 560.	10, 6	600	C	A	C		.70	1.75		
		TW 815.	DEarborn 2-7666.	8, 19	400	C	A	C		.70	1.75	
		UA 830.	GLadstone 5-3125.	3, 5, 10	400	C	A	C		.70	1.75	
Chico, Cal.	CIC	PC.	Fireside 2-3007.	3, 19	200	C	C	SFO			No Service Available	
Cincinnati, Ohio	CVG	AA.	Dixie 1-5400.	9, 5, 10, 15	6000	C	C	G		.55	1.35	
		AX—(Service Suspended)	Dixie 1-5884.	9, 1-A, 3, 5, 10, 19.	6000	C	C	C				
		LC.	Dixie 1-4450.	3	200	C	C	C				
		PI.	Garfield 1-1315.	3	100	C	C	C				
		RD.	Dixie 1-8340.	1	6000	C	C	C				
		TW.	Dixie 8974.	9, 3, 8, 19	400	C	C	C				
Clermontburg, W. Va.	CKB	CA 244.	Victor 2-3531.	3	150	C	C	PIT			No Service Available	
Clarksville, Wash.	LWS	See Lewiston, Idaho.	IDlewood 9-5188.	3	200							No Service Available
Clarksville, Tenn.	CKV	OZ 515.										
Clearfield, Pa.	PSB	See Philipsburg, Pa.										
Clearwater, Fla.	PIE	See St. Petersburg, Fla.										
Cleveland, Ohio	CLE	AA 110, 112, 122.	ORchar 1-5421.	9, 5, 10	600	A	A	AC	G	.80	1.80	
		AL.	Tower 2-0216.	3, 19	150	A	A	AC		.80	1.80	
		AX—(Service Suspended)	Clearwater 1-0913.	4, 8, 22	250	A	A	AC		.80	1.80	
		CA 240, 244, 244A.	CL-1-8870.	9, 7, 19.	200	A	A	AC		.80	1.80	
		EA 319D, 327.	Winton 1-5777.	1, 15, 23	10000	A	A	AC		.80	1.80	
		FT 375, 8330.	Winton 1-2442.	6, 11	300	A	A	AC		.80	1.80	
		LC 400 @.	Clearwater 2-4270.	1	6000	A	A	AC		.70	1.75	
		NW.	Superior 1-5595.	22.	200	A	A	AC		.80	1.80	
		RD 670.	Winton 1-9700.	8, 19	400	A	A	AC		.80	1.80	
		TC.	Clearwater 1-5201.	9, 5, 15, 6, 10	6000	A	A	AC		.80	1.80	
		TW 815.										
		UA 830, 8795.	UFiversity 4-4908.	3	200	A	A	DUG		.45	.85	
Clifton, Ariz.	CFT	FL 377.	CHapri 3-2122.	3	200	C						No Service Available
Clinton, Iowa	CWI	OZ 515.	NO 475.	3	200	C						
Clintonville, Wis. @	CLI	2210	Sunset 4-3528.	3	200	C		ELP		.40	.85	
Clovis, N. M.	CVS	CO 300.	103.	3	200	C		GTF			No Service Available	
Cody, Wyo.	COD	FL.	C. d'A. 4-5313.	3	150	C	C	GEG			No Service Available	
Coeur d'Alene, Id.	COE	WC 850B.	See Bryan, Tex.									
College Station, Tex.	CLL											

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Height	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Colorado Springs, Colo.	COS	BN 161, 161A, CN 255 CO 300	ME 4-6321 ME Rose 5-1586 ME Rose 5-4688	9 3 9, 3, 22	200 200 200	A A A	C C C	DEN DEN DEN	G G G	No Service Available No Service Available No Service Available	
Colombia, Mo.	CBI	OZ 515	Gibson 3-4173	3	200			A			No Service Available
Columbia, S. C.	CAE	DL 309, 310	4-3186 6-1603	9, 3 19	400 200	C C	C A	ATL ATL	G G	.50 .50	
Columbus, Ga.	CGS	DL 309	EA 325, 333 EA 325, 327, 330	9, 3 19, 9	400 200	C C	A A	ATL ATL	G G	1.00 1.00	
Columbus, Miss.	UBS	SO 730	FA-4-2493 FA-8-4900	3 3	200 100	C C	A A	ATL		.50 .50	
Columbus, Ohio	CMH	AA	BEElmont 1-8277 AX (Service Suspended)	9, 5	600	A A	C C	C C	G	.55 .55	
Concord, N. H.	CON	NE 485		3, 5	300	A	C	C			
Cone Bay, Ore.	OTH	See North Bend, Ore.		8, 9	200	A	C	C		.55	
Corbin, Ky.	LOZ	See London, Ky.		3	200	A	C	C			
Cordova, Alaska	CDY	PN 520, 521A		3	100	A	C	C	G	.55	
Corning, N. Y.	ELM	See Elmira, N. Y.		15	3, 8	A	C	C		1.40	
Corona, Calif.	CNF	L X 430		20	200	A	C	C			
Corpus Christi, Tex.	CRP	BN 150, 160, 161	TU-3-8431 EA 327 TT 800	9, 3 19, 9 3	500 200 150	A A A	A A A	C C C	G	.50 .50 .50	
Cortez, Colo.	CEZ	FL	L Logan 5-3022	3	200	C			DEN		
Cervais, Ore.	CVO	See Albany, Ore.								No Service Available	
Council Bluffs, Iowa	CBF	See Omaha, Neb.									
Crookston, B. C.	YXC	CP 210	JU 6-4844 2771	9, 3 3, 19	200 200	C C	C C	C OTB		.25 No Service Available	
Crescent City, Cal.	CEC	PC 516	TU-4-0331	19, 9	200	A	A	C		.50	
Cumberland, Md.	CBE	AL 90	REdwood 8-9500	3	150	A	A	C	G	1.00	
Curry Bank, Mont.	CTB	WA 860	480	9	200	C	C	A		.35 (D) .75 (D)	
Dallas, Tex.	DAL	AA, 103A, 105, 109A, 110, 112, 113, 113C, 122, 128, 8135 BN 158, 160, 161, 161A, 162, 162A, 8150	FL-7-7391	9, 5, 15, 10	10000	A	A	C	G	.45	
Danville, Ill.	DHV	LC 400 @								1.25	
Danville, Va.	DAN	OZ	2711	3	200	C					
Davenport, Iowa	MLI	EA 327	7640	19, 9	200	C	C	RIC	G	.55	
Dawson City, Y. T.	YDA	PI 640	SW 2-8571	3	100	C	C	RIC		.55	
Dawson Creek, B. C.	YDC	CP 215	CPA	3	200	C	C	C		1.10	
Dayton, Ohio	DAY	AA	VAndalia 4-5511	6, 9	500	C	A	C		15 lb. 25	
Dayton Beach, Fla.	DAB	DL	10, 9	300	C	A	C		50 lb. 50	.60	
Dayton, Ill.	DEC	LC @	Twin Oaks 8-5857	3	200	C	A	C		.45	
Del Monte, Calif.	MRY	HE 4053	HE 4053	3, 8, 7, 19	400	C	A	C		.45	
Delta, Colo.	MTJ	UA	CL-3-6541	5, 6	200	C	A	C		.60	
Deming, N. M.		EA 320, 325, 330, 333	55	6, 9	200	C	A	C		.45	
Des Moines, Tex.	SWI	NA 470A, C	CPA 2-0566	9	500	C	A	C		.45	
Des Moines, Iowa	DSM	OZ	3-7741	9, 17	200	A	A	JAX	G	.45	
Detroit, Mich. (Willow Run)	YIP	UA	CL-3-6541	3	200	A	A	JAX		1.10	
Detroit, Mich. (Willow Run)	YIP	AA Services suspended.	Des Moines 8-6711	9, 6	300	A	A	OMA			
Devon, Pa.	RML	CA 240, 244, 244A DL 310B, 312, 314B EA 319D, 325, 333 LC 400 @	EA-2-7761 DExter 3-4228 EAst 2-7771 FL 377 TW 815 UA 830, 835, 8795 WA 860, 862	9, 5 3 9, 3, 5, 10, 22 9, 3, 5, 10, 22 3 8, 7 9, 5, 15, 6, 10 9, 5, 15, 6, 10 3, 6, 9 9, 3 3 9, 5, 15, 10	500 200 200 200 250 6000 200 500 200 3000	A A A A A A A A A	A A A A A A A A A	C C C C C C C C C	G	.55 .55 .55 .55 .55 .55 .55 .55 .55	
Dickinson, N. D.	DH	CN	DExter 3-4228 FL 377 TW 815 UA 830, 835, 8795 WA 860, 862	9, 5 3 9, 3, 5, 10, 22 9, 3, 5, 10, 22 3 8, 7 9, 5, 15, 6, 10 9, 5, 15, 6, 10 3, 6, 9 9, 3 3 9, 5, 15, 10	200 200 200 200 250 6000 200 500 200 3000	A A A A A A A A A	A A A A A A A A A	C C C C C C C C C	G	1.30 1.30 1.30 1.30 1.30 1.30 1.30 1.30 1.30	
Disneyland, Cal. @	DDC	CO 300	EA 2-7761 DExter 3-4228 EAst 2-7771 FL 377 TW 815 UA 830, 835, 8795 WA 860, 862	9, 5 3 9, 3, 5, 10, 22 9, 3, 5, 10, 22 3 8, 7 9, 5, 15, 6, 10 9, 5, 15, 6, 10 3, 6, 9 9, 3 3 9, 5, 15, 10	500 200 200 200 250 6000 200 500 200 3000	A A A A A A A A A	A A A A A A A A A	C C C C C C C C C	G	.55 .55 .55 .55 .55 .55 .55 .55 .55	
Dodge City, Kan.	DHH	DU 670, 8570	DExter 3-4228 EAst 2-7771 FL 377 TW 815 UA 830, 835, 8795 WA 860, 862	9, 5 3 9, 3, 5, 10, 22 9, 3, 5, 10, 22 3 8, 7 9, 5, 15, 6, 10 9, 5, 15, 6, 10 3, 6, 9 9, 3 3 9, 5, 15, 10	500 200 200 200 250 6000 200 500 200 3000	A A A A A A A A A	A A A A A A A A A	C C C C C C C C C	G	.55 .55 .55 .55 .55 .55 .55 .55 .55	
Douglas, Ariz.	DUG	AA 105, 110, 112, 112A, 113B	EMpire 4-3437	9, 17	200	C	C	AC		.45	
Douglas, Wyo.	DGW	FL	4-3437	3	200	A	A	AC		.45	
Dover, Del.	DOY	AL 90	4-3437	3	150	A	A	AC		.45	
Dover, Ohio @	FHD	LC 400	New Philadelphia 4-2729	3	200	A	A	AC		.45	
Dublin, Pa.	PSB	See Phillipsburg, Pa.									
Dubuque, Iowa	DBQ	OZ 515	3-9441	3	200	C	A			.50	
Duluth, Minn. @	DLH	NO 475	3-9441	3	200	C	A			1.00	
Dunsmore, Okla.	DUC	CN 255	RAndolph 2-4433	3	200	A	C			.50	
Durango, Colo.	DRO	FL	580	3	200	C	C			No Service Available	
Durham, N. C.	RDU	P1	CHerry 7-2395	3	200	C	C			.70	
Eau Claire, Wis. @	ABE	ESN	31771	3	100	C	C			1.50	
Edinburg, Tex.	EAU	AL 90	22	22	200	C	C			No Service Available	
Edmonton, Alta.	MMK	See Allentown, Pa.	250	3	150	C	C			No Service Available	
Eglin Air Force Base	VPS	NO 475	TEmple 4-4633	3	200						
El Centro, Cal.	IPL	TT 800	MU-6-3707	3	150	C					
El Dorado, Ark.	ELD	BL 155	28131	13, 3, 12, 22, 7	200	C	C				
Elizabeth City, N. C.	ECG	CA 244	55-2120	6	200	C	C				
Elkins, W. Va.	EKM	AA 120	554197	9	200	C	C				
			CP 215, 217	1, 3, 9	1000	C	C				
			SO 730	3	200	C	C				
			BL 155	3	200	C	C				
			ELgin 2-4218	13, 3, 12, 22, 7	150	C	C				
			UN 3-7273	3	150	C	C				
			WA 860	9	200	C	C				
			554171	1, 3, 9	1000	C	C				
			CP 215, 217	3	200	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554197	9	200	C	C				
			CP 215, 217	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554171	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554197	9	200	C	C				
			CP 215, 217	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554171	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554197	9	200	C	C				
			CP 215, 217	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554171	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554197	9	200	C	C				
			CP 215, 217	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554171	1, 3, 9	1000	C	C				
			25111	3	200	C	C				
			28131	13, 3, 12, 22, 7	200	C	C				
			55-2120	6	200	C	C				
			554197	9	200	C	C				
			CP 215, 217	1, 3, 9	1000	C	C				

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lbs.	Minimum
Elko, Nev.	EKO	UA 830	Elko 651	9	200	C	A	SFO		No Service Available	
Elmo, N. Y.	ELM	CA 242	9-3686	3	150	C	C	SYR	G	.40	1.10
		MO 460	9-3656	3	200	C	C	SYR		.40	1.10
El Paso, Tex.	ELP	AA	PProspect 8-3301	5, 10	600	A	C	AC	G	.35	1.10
		CO	PROspect 8-1951	9, 3, 5, 6, 22, 10	400	A	C	AC		.35	1.10
		TT	3-123	3	150	A	C	AC		.35	1.10
Ely, Nev.	ELY	UA 830	AMhurst 4-4478	4	200	C	A	SFO		No Service Available	
End, Okla.	WDG	CN 253	ADams 4-5474	3	200	C	C	MKC		No Service Available	
Ephrata, Wash.	EPH	WC 850A	Skylime 4-2522	3	150	C	C	GEG		No Service Available	
Erie, Pa.	ERI	AL	3-1617	3, 19	150	C	A	C	G	.40	1.10
		CA 242, 244	3-1129	3	250	C	A	C		.40	1.10
		LC 400 C	3-7705	3	200	C	A	C			
		MO 460	3-7754	3	200	C	A	C			
		30	3	200							
Escanaba, Mich. @	ESC	NO 475	Diamond 4-4221	9	300	A	A	OTH	G	.45	.95
Eugene, Ore.	EUG	UA 835	DL 5-8506	3	150	A	A	OTH		.45	.95
Eureka, Calif.	ACY	PC 516	TERrace 9-1521	3, 19	200	C	C	C		No Service Available	
Evensville, Ind.	EVV	DL 312	HArrison 4-4771	9, 3	300	A	A	C	G	.55	1.60
Fairbanks, Alaska	FAI	EA 330, 332	HA-2-7880	9, 19, 7	200	A	A	C		.55	1.60
		4220	PA 565F, 8540	3, 5	1000					1.00	2.00
		CP 215	3262	11, 2	3000						
Fall River, Mass.	EWB	See New Bedford, Mass.									
Fargo, N. D.	FAR	NO 475	NW 510	4	200	A	A	MSP			
Farmington, N. M.	FMN	FL	5-4277	4, 6	200	A	A	MSP			
Fayetteville, Ark.	FYN	CN 255	DAvis 5-0601	3	200	C	C	DEN		No Service Available	
Fayetteville, N. C.	FAY	NA 470A, B	Hillcrest 2-3066	3	200	C	C	MKC		.45	1.00
		PI 640	HEMlock 2-8157	9	200	C	A	RDU	G	.55	1.00
Fitchburg, Mass.	FIT	FI 485	HE 2-4171	3	100	A	A	RDU		.55	1.00
Flagstaff, Ariz.	FLG	CA 240, 244A	2-6785	3	200	A	C	ORH		No Service Available	
Flint, Mich.	FNT	See Sheffield, Ala.	PRospect 4-6601	3	200	C	C	DUG		No Service Available	
Florence, Ala.	FSL	NC 500	CEdwar 5-4037	3, 4, 22	250	C	C	YIP	G	.35	.75
Florence, S. C.	FLO	EX 322								No Service Available	
Foothills, Calif. @	FON	LX 430									
Fort Bragg, P. O.	FAY	CP									
Fort Campbell, Ky.	FOD										
Fort Dodge, Iowa	FOD										
Fort Good Hope, N.W.T.											
Fort Lauderdale, Fla.	FLL	NE	JACKSON 4-8631	6	200	A	A	MSP			
Fort McMurray, Alta.	YMM	CP 215	CPA	1, 3	200	C	C				
Fort McPherson, N.W.T.		CP		1, 3, 6, 9	200	C	C				
Fort Myers, Fla.	FMY	NA 470A, C	EDISON 5-9311	9, 6, 17	200	C	C	TPA		.50	1.00
Fort Nelson, B. C.	YVE	CP 215	CPA	6, 9	200	C	C	C			
Fort Norman, N.W.T.		CP		1, 3, 6, 9	200	C	C				
Fort Pierce, Fla.	FPR	RD	Vero Beach 2345	1, 3, 6, 9	6000						
Fort Resolution, N.W.T.		CP		200							
Fort Riley, Kan.	NHK	See Manhattan, Kan.									
Fort Sill, Okla.	LAW	BN 160, 161, 161A	Sunset 3-5171	9, 3	200	A	A	MEM		.40	.85
Fort Smith, Ark.	FSM	CP		1, 3, 6, 9	200	A	A				
Fort Smith, N.W.T.		CN		200							
Fort Stockton, Tex.	FST	TT 800	Sunset 2-3004	3	200	A	A	MEM		.40	.85
Fort St. John, B. C.	XYJ	CP 215	157	3	150	C	C	ELP		No Service Available	
Fort Vermillion, Alta.		DL 312	HArrison 3352	4, 9	500	A	C	TOL	G	.75	1.50
Fort Wayne, Ind.	FWA	TW 815	HArrison 2204	3, 9	300	A	C	TOL		.75	1.50
		UA 830	HArrison 3321	9	300	A	C	TOL		.50	1.00
		TC	2-0641	22	200	C	C	C			
Fort William, Ont.	YQT	AA 103A, 105, 105A, 110, 112, 113, 113C, 122, 128, 8135	ATlAs 4-2551	9, 5, 10	600	A	A	DAL	G	.55	1.25
Fort Worth, Tex.	ACF	BN 155, 160, 161, 162A	ATlAs 4-3261	9, 3	500	A	A	DAL		.55	1.25
		CO 300	ATlAs 4-3861	9, 3	200	A	A	DAL		.55	1.25
		CN 255	ATlAs 4-2971	3	200	A	A	DAL		.55	1.25
		DL 309, 309D, 314A, 315A	ATlAs 4-6611	9, 3, 5, 10	400	A	A	DAL		.55	1.25
		TT 800	AT-3445	3	150	A	A	DAL		.55	1.25
Frankfort, Ky.	LEX	See Lexington, Ky.									
Franklin, Pa.	FKL	AL 90	IDWood 2-3125	3	150	C	C	C		No Service Available	
Frederickton, N. B.	VFC	TC 770	6613	22	200	C	A			.30	1.00
Fresno, Calif.	FAT	TW 815	ADams 7-6174	20	250	A	A	SFO	G	.60	1.50
		UA 835	Clinton 1-5522	9	300	A	C	SFO		.60	1.50
Fullerton, Calif. @	FUL	LX 430	LI 6-5285	3	100						
Godden, Ala.	GAD	SO 730	FR-2-0481	19	20	A	C	JAX			
Gainesville, Fla.	GNY	EA 320, 325, 330, 333	FL 377	3	200	C	A	ELP		No Service Available	
Gullup, N. M.	GUP	TT 800	UNION 3-3312	3	150					No Service Available	
Galveston, Tex.	GLS	AS 70B	5-5062	3	500					No Service Available	
Gambell, Alaska @	GAM	PA 560, 8525	723			C	C	A			
Gander, Nfld.	YQZ	KL 390A, 3930 @				C	C	A			
		SK 690A @				C	C	A			
		SN 8585 @		13		C	C	A			
		SR 750 @	723	6	600	C	C	A			
		TC	913	13, 7, 22	200	C	C	A			
		TW 818	713	8, 7	250	C	C	A			
		CO 300	BRidge 6-5132	3	200	C	C	DEN			
		MO (Service Suspended)									
		Glacier, Tex.									
		Gladewater, Tex.									
		Gladstone, Alta.	EMpire 5-3146	3	200	A	C	GTF			
		Glenview, Mont.	2-5855	19	200	C	C	ALB			
		Glens Falls, N.Y.	2-1184	3	200	C	C	ALB			
		Goose Bay, Lab.	TCA	13	200	C	C	A			
		MAR 440E, F, 8465									
		Grand Forks, N.D.	4-4629	4	200	C	A	A			
		Grand Island, Neb.	2-1711	3	200	C	C				
		Grand Junction, Colo.	UA 830	9	200	C	A	OMA			
		Grande Prairie, Alta.	FL	9	200	C	C	DEN			
		Grand Rapids, Mich.	CP 215, 216	6	200	C	C	DEN			
		CA 240, 244A	Chapel 2-1102	6	200	C	C				
		FT 375	2r. Junction 300	9	200	C	C				
		LC 400 @	CHerry 3-0108	3	200	C	A	MKG			
		NO 475 @	CHerry 1-4477	3	200	A	A	MKG			
		CO 300	CHerry 3-4947	3	200	A	A	MKG			
		GW 510	GLadstone 3-4776	3	200	A	C			No Service Available	
		WA 860	GLendale 3-4501	4, 6	200	C	A	AC		.55	1.00
		NE (Service Suspended)	GLendale 3-4355	9	200	C	A	AC		.55	1.00
		CA 244	HEMlock 5-5366	3	200	C	A	AC			
		ED 325, 327, 332, 335	Kingsdale 4-2234	3	200	C	A	AC			
		PI	Broadway 3-8646	3, 22	150	C	A	AC			
		SO	BR 3-6688	19, 6	200	C	C	INT	G	.75	1.50
		DL 310, 8285	BRoadway 3-3417	3	100	C	C	INT		.75	1.50
		EA 327, 330, 333, 336	CE-2-8213	3	200	A	A	INT	G	.40	.85
		SO 730	9-3061	19, 9, 8	200	A	A	INT		.40	.85
		SO	CE-3-0173	3	100	A	A	INT	G	.40	.85
		2218	9-3191	10	100	A	A	MEM		No Service Available	
		PI	POrter 5-2082	3	200	C	C	GTF		.45	.85
		GRW	NA 470B, C	17	100	C	C	G		.50	1.00

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Geymon, Okla.	GUY	SO 730.	UN-4-2323	3.	100	C	C	C		.55	1.10
Gunnison, Colo.	GUC	CN 255	672	3.	200		C	DEN		.50	1.00
Hagerstown, Md.	HGR	FL 377	145	3.	200	A	C		G	No Service Available	
Halifax, N. S.	YXP	AL	REgent 3-6700	3, 19	150	C	C			.35	.75
Hamilton, Ont.	YYZ	TC 770	2-7411	13, 22	200	C	C	C		.50	1.00
Hampshire, Va.	PHF	See Toronto.								.35	.75
Hannibal, Mo.	NNN	See Newport News, Va.									
Hanover, N. H.	LEB	See Quincy, Ill.									
Hartington, Tex.	HRL	See White River Jct., Vt.									
Harrisburg, Pa.	HAR	TT 800	GA 3-4200	3.	150			SAT			
	AL	CA 240, 242	CEdAr 8-9426	3, 19	150	A	C	BAL	G	.50	1.00
	CN	EA 110, 115B, 124, 8135	CEdAr 6-7995	3.	150	A	C	BAL		.40	1.10
	EA 324, 325, 327	FT 375, 8330	CEdAr 4-3136	19.	400	A	C	BAL	STL	.40	1.35
	NE	TW 815	EMpire 5-5475	3.	200					No Service Available	
	UA	JACKson 2-6195	JACKson 2-6195	9, 15, 5	3000	A	C	C	G	.55	1.10
		CH-6-6501.	CH-6-6501.	19, 6, 7, 9	200	A	C	C		.55	1.10
		TW 815	JACKson 2-3145	1.	10000	A	C	C		.55	1.10
		NE	NATIONAL 3-4418	3.	200	A	C	C		.55	1.10
		WA 860	NATIONAL 3-5581	8, 19	400	A	C	C		.55	1.10
		UA	CHApel 6-5631	9, 5, 10, 15, 6	6000	A	C	C		.55	1.10
Hattiesburg, Miss.	HBG	DL 309	JUNiper 2-1643	3.	200	A	C	MSY		.55	1.10
Hawthorne, Nev.	HTH	BL 155	Wilson 5-3219	3.	200	C	C	SFO		.50	1.00
Hay River, N.W.T.		CP	GLadstone 5-4921	1, 3, 6, 9	200						
		CP		1, 3, 6, 9	200						
		QEA		1, 3, 6, 9	200						
			GLadstone 5-4921	3.	150						
Hazleton, Pa.	HZL	AL	5-2577	3.	150						
Holmes, Ark.	HEE	TT 800	Hickory 2-0012	4.	200	A	A	GTF	G		
Holmes, Mont.	HLW	NW	Hickory 2-8550	9.	200	A	A	GTF			
Hondersville, N. C.	AVL	WA 860	See Asheville, N. C.								
Henrietta, Ill.	MWA	NO 475	See Marion, Ill.								
Hibbing, Minn. @	HIB	PI 640	AMherst 3-7847	3.	200	C	C	INT			
Hickory, N. C.	HKY	CA	DI 5-3285	3.	100	A	C				
High Point, N. C.	GSO	EA	5411	See Greensboro, N. C.							
		PI	2-3346	See Greensboro, N. C.							
		CO	3778	See Greensboro, N. C.							
		300	EXpress 3-5414	9, 3	200	C	C	ELP		.60	1.25
Hobbs, N. M.	HOB	See Alamogordo, N. M.									
Holloway Air Force	ALM	See Springfield, Mass.									
Holyoke, Mass.	BAF	PN 521, 522	22111	3.	200					.75	1.00
Homer, Alaska	HOM	PA	83256	6.	200					.65	1.25
Honolulu, T. H.	HNL	HA	86421	11, 2, 10	600						
		JL	83256	6, 10	500						
			86421	11, 10	600						
			Honolulu 8-1811	6, 10	200						
Hopkinsville, Ky.	HOM	See Clarksville.									
Hopkinton, Wash.	HOM	See Aberdeen, Wash.									
Hot Springs, Ark.	HOT	NA 405	NAtional 4-1284	3.	200	A	C	MEM			
		DL 312	NA-3-1671	9.	300	A	C	MEM			
		CA 244	NA-3-8501	3.	150	A	C	MEM			
		EA 330	4680	3.	200	C	C	DEN			
		SO	JE 6-5383	3.	200						
			See Silver City, N. M.								
			BN 160, 161A								
			WA 860	2910	200	A	C	MSP			
			CO	6401	9, 3	200					
			NE	MO-2-5601	22, 3						
			WC 850A	SPRing 5-1800	200	A	A	EWB			
			WA 860	1805	3.	150	A	C	GTF		
			AA	JACKson 2-8161	9.	200	A	A	G		
			DL	CHApel 1-2545	9, 5	600	A	A			
			EA	OLive 4-8531	9, 5, 6, 3, 10	400	A	A			
			LC	OLive 4-2646	9, 10, 19	400	A	A			
			OZ	OL-4-2661	9, 10, 7, 19	200	A	A			
			RD	CApitol 4-1701	10.						
			PA	OLive 4-8564	9, 5	400	A	A			
			TT	CA-3-4131	6.	600	A	A			
				MI 9-1218	3.	150	A	A			
Huntington, W. Va.	HTW	AL 90	3-1331	3, 19	150	C	C	CVG	G	.50	1.60
		EA 322, 326	3-9476	19.	200	C	C	CVG		.50	1.60
		PI 640	GL 3-1356	3.	100	C	C	CVG	G	.50	1.60
		CA 244	JEFFerson 4-4583	3, 22	150	A	A	BHM		.30	.85
		EA 330	4680	19.	200	A	A	BHM		.30	.85
		SO	JE 6-5383	3.	200						
			See Silver City, N. M.								
			BN 160, 161A								
			WA 860	2910	200	A	C	MSP			
			CO	6401	9, 3	200					
			NE	MO-2-5601	22, 3						
			WC	SPRing 5-1800	200	A	A	EWB			
			WA 860	1805	3.	150	A	C	GTF		
			AA	JACKson 2-8161	9.	200	A	A	G		
			DL	CHApel 1-2545	9, 5	600	A	A			
			EA	CH-1-3333	9, 3, 10, 5	400	A	A			
			LC	CH-4-9521	9, 8, 19	200	A	A			
			OZ	CHApel 1-8201	3.	200	A	A			
			RD	ME 8-4909	1, 2	200	A	A			
			ME	ME 4-3438	8, 19, 2	3000	A	C			
			ATLAs 3-3871	3.	200					.45	1.35
			Iowa City 3161	9.	200	A	C	PIA			
			2575	3.	200						
			741-W	3.	200						
			3351	9, 3	200						
			STate 9-6125	3.	200						
			20866	9, 3, 5, 8, 1-A	2000	A	C	MSY		.55	1.35
			2889	3.	100	A	C	MSY		.55	1.35
			310	3.	230	C	C	GTF			
			DL 309, 310, 310A, 8285	1-A, 3, 5, 8	4000	A	A	C	G	.55	1.10
			EA 319C, 319D, 320, 325, 330	9, 8, 10, 7, 19, 6	200	A	A	C		.55	1.10
			NA 470A, C	9, 5, 6, 17	400	A	A	C		.55	1.10
			NE								
			Elgin 5-5611	22.	200	A	A	C		.55	1.10
			Elgin 4-6601	1.	6000	A	A	C		.55	1.10
			El-4-7833	3.	200	A	A	C		.65	1.25
			4118	3.	150	C	C	BUF		.50	1.35
			199	4.	200	C	A	MSP			
			6-2350	3.	200	C					
			9-1144	3, 19	150	C					
			AA 110	9.	250	A	C	MKC	G	.40	.85
			CN 255	3.	200	A	C	MKC		.40	.85
			OZ 515	3.	200	A	C	MKC			
			AS 80A-D								
			ES 350A								
			PA 565P								
			PN 520, 522	106	600						
			See Manhattan, Kan.	6-1455	4, 8, 16						
			LC 400	Fireside 9-2669	3.	200					
			NO 475	Fireside 5-8549	3.	200					
			109	Skylane 6-3334	4.	200	C	C	SPO		
			CP 212	9.	200	C	C				
			BN 140, 161A, 162A, 8150	GR 1-4740	9, 1, 3, 5	2000	A	A	AC		
			CO 300	GR 1-3705	9, 3, 10, 22	200	A	A	AC		
			CN 255	GR 1-3657	3.	200	A	A	AC		
			DL 312	GR 1-7613	9, 3.	300	A	A	AC		

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										Per 100 Lb.	Minimum	
L.45												
1.30												
1.30												
Lufkin, Tex.	POY	See Powell, Wyo.										
Lubbock, Tex.	LBB	BN 161, 161A CO 300	PO 5-7428 PO 3-4646	9... 9, 3	200 200	A A	A A	DAL DAL		.80 .80	1.35 1.35	
Lufkin, Tex.	LFK	TT 800	3-4521	3...	150	C		BUJ				
Lusk, Wyo.	LSK	FL	288	3...	200			DEN				
Lynchesburg, Va.	LYH	P 1440	Victor 6-6575	3...	100	C	C	RIC	G	.75	1.75	
Macon, Ga.	MCN	DL 309, 310, 314B, C EA 320, 325, 330	3-6731 2-8701	9, 3... 19	250 200	C C	C C	ATL	G	.50 .50	1.35 1.35	
Madison, Wisc.	MSN	NO 4750	CHerry 4-6201	3...	100	A	A	MKE				
	NW	CHerry 9-4816		6, 4, 15A	500	A	A					
Magnolia, Ark.	AGO	TT 800	711	3...	150	C	C	DAL				
Malone, N. Y.	MAL	EA 325, 327, 335	1680									
Manchester, N. H.	MHT	NE 485	National 3-7201	3...	200	C	C	BOS				
Manhattan, N. D.	BIS	See Bismarck, N. D.										
Manhattan, Kan.	MHK	CO 300	PRospect 8-2152	3...	200	C	C	MKC				
Manitowoc, Wisc. @	MTW	NO 475	MUrray 4-5657	3...	200							
Marquette, Minn.	MKT	WA 860	3708	3...	200	C		MSP				
Marto, Tex.	MRF	LC 400	Lafayette 4-7411	3...	200							
Marietta, Ohio	MAI	TT 800	235	3...	150	C		ELP				
Marietta, Ohio	PKB	NA 470B, C	HLdson 2-2726	17	100	C	C	PFN	G			
Mariette, Wisc.	MHM	See Parkersburg, W. Va.	DRake 5-6350	3...								
Marietta, Ill.	MZB	See Menominee, Wisc.										
Marietta, Ind. @	MZZ	OZ 515	714	5...	200	C						
Marietta, Ohio	MHN	LC 400	WOrth 4-1221	5...	200	C						
Marietta, Ohio	MOT	LC 400	2-2575	3...	200							
Marshall, Tex.	ASL	TT 800	CAral 6-7595	3...	200		A					
Martin's Vineyard, Mass.	MVY	NE 485	4-4336	3...	150	C		DAL				
Marysville, Calif.	MVY	PC	Vineyard Haven 1400	3...	200	C	C	EWB				
Mason City, Iowa	MCW	BN 160, 161A	SHerwood 3-5487	3...	200	C	C	SFO				
	OZ	GA 3-1223	GA 3-1223	3, 9	200	A	A	MSP				
	1095			3...	200	A	A	MSP		.55	1.50	
Massena, N. Y.	MSS	EA 325, 327, 332, 335	Rockwall 9-3564	19...	200	C	C	A				
Mattoon, P. O.	CBA	OZ 515	Adams 4-7100	3...	400							
Mattoon, Ill.	MTO	CP 215	CPA	3...	200	C						
Mayo, Y. T.	YMA	CN 255	GArdn 3-4758	3...	200	C	C					
McAlester, Okla.	MLC	TT 800	MU 6-3707	3...	150			DAL				
McAllan, Tex.	MHK	WC (Service Suspended)						BRO				
McCall, Id.	MYL	AS 70B, 71B	SP 2-6161	3, 4...	1000					.35	.50	
McCratty, Alaska @	MCG	PC	Medford 3-3643	3, 19...	200	C	C	OTH		.55	1.60	
McFarland, Ore.	MFR	UA 835	2-7269	9...	300	C	C	OTH		.55	1.60	
Medicine Hat, Alta.	YXH	WC 850A	Jackson 6-2605	3...	150	C	C	C		.55	1.60	
Melbourne, Fla.	MLB	TC 770	765	200	A	C		PBI	G	.55	1.35	
Memphis, Tenn.	MEM	EA 320, 325, 330	WHiethall 8-3374	9, 5, 15...	8000	A	A	C			No Service Available	
	AA 105, 112, 122, 8135	BN 158, 160, 161, 161A	WH-6-8395	9, 3...	200	A	A	C				
	CA 244	CA 244	WHiethall 8-0393	22...	250	A	A	C				
	DL 312, 314B, B285	DL 312, 314B, B285	WH-8-2606	9, 3, 5, 19, 1-A, 32	6000	A	A	C				
	EA 327, 330	EA 327, 330	WH-2-2489	6, 19...	200	A	A	C				
	SO 730	SO 730	WH-8-1440	3...	200	A	A	C				
	TT 800	TT 800	WH-6-2553	3...	150	A	A	C				
	UNION 3-6677	UNION 3-6677	UNIon 3-6677	3...	200	C	C	SFO	G	.35	.75	
	Randolph 2-8011	9...	Randolph 2-8011	200	C	C		BHM		.35	.75	
	UA 835	9...	UA 835	300	A	C						
	2-3141	9...	2-3141	300	A	C						
	AA 122, 8135	22-12-22	5, 15, 10...	600								
	PA 590	46-46-60	46-46-60	14, 4, 5, 6, 10...	1000							
	WA 860	46-90-40	46-90-40	6...	200							
Miami, Fla.	MIA	Ariana		14, 2...	660							
	BN 161A, 162, 162A	NE 4-1951	5, 10...	500	A	A	AC	G	.80	1.60		
	BA 171E, 172A	NEwton 4-4573	22...	700	A	A	AC		.80	1.60		
	CA		22...	200								
	CU 306, 306A, B, 8240	FR-9-2851	1, 3, 8...	5000	A	A	AC		.80	1.60		
	DL 309C, 310, 310A, 314A, B285	NE-5-2661	5, 10, 1-A...	6000	A	A	AC		.80	1.60		
	EA 319C, D, 320, 325, 330, 333	NE-4-3570	19, 7, 8, 16, 10, 19...	500	A	A	AC		.80	1.60		
	Guest		8...	200								
	KL 394A	FFranklin 3-0455	4...	600	A	A	AC		.80	1.60		
	NA 470A, B, C	NEwtown 4-0696	9, 5, 6, 10, 17...	400	A	A	AC		.80	1.60		
	NE 485	NEwtown 3-2431	6...	200	A	A	AC		.80	1.60		
	N.W.		6, 10, 11...	500								
	PA 573, 575, 580, 590, 591A, C, 605	NE 3-2491	4, 2, 6, 7, 10...	10000	A	A	AC		.80	1.60		
	8505, 8510, 8555	RD 670, 8570	1, 15...	10000	A	A	AC		.80	1.60		
	RN 659, 8645	88-6743	10000	A	A	AC						
	VE 140C, 8030		10000	A	A	AC						
Milford, Tex.	MAF	AA 105, 110, 112	MUtual 4-8281	9, 5...	250	C	C	ELP		.40	1.25	
	CO 300	9...	MUtual 2-4355	3...	200	C	C	ELP		.40	1.25	
	FL	CEdar 2-1402	3...	200	C	A	GTF				No Service Available	
	AA 110, 122	SHeridan 4-9855	9...	250	A	A	G		.50	1.50		
			(50 via MDW)									
	CA 240	SHeridan 4-3327	3, 22...	250	A	A	C		.50	1.50		
	FT 375	HUmboldt 3-5000	1...	10000	A	A	C		.50	1.50		
	NO 475 @	HUmboldt 1-0500	3...	200	A	A	C					
	NW	HUmboldt 3-0443	11, 6, 4, 15A...	2000	A	A	C		.50	1.50		
	OZ 515	HUmboldt 3-3210	3...	200	A	A	C		.50	1.50		
	UA 830	HUmboldt 1-3800	9, 5...	300	A	A	C		.50	1.50		
		HUmboldt 1-3809										
	BN 160, 161A, 162A	PA 4-8748	9, 3, 5...	500	A	A	C	G	.55	1.30		
	CA 240	PArkway 1-1831	22...	150	A	A	C		.55	1.30		
	FT 375, 8330	PArkway 9-8321	1...	6000	A	A	C		.55	1.30		
	NO 475 @	PArkway 2-6691	3...	200	A	A	C					
	NW	Parkway 1-3567, Ext. 204	11, 4, 6, 10, 15A...	2000	A	A	C		.55	1.30		
	OZ 515	Parkway 1-4456	3...	200	A	A	C		.55	1.30		
	WA 860, 862	Parkway 1-3383	9, 3, 6...	200	A	A	C		.55	1.30		
	BN 161A	2, R212	3...	200	A	A	C				No Service Available	
	See McAllen, Tex.											
	NW	2-2471	4...	200	C	A	GTF				No Service Available	
	BN 160, 161A	WYman 6-6263	3...	200	C	C	OMA				No Service Available	
	CA 244	GREENWOOD 9-6276	22...	200	A	A	G					
	EA 327	GR-9-1401	7, 8, 19, 9...	200	A	A	C		.55	1.60		
	NA 470B, C	Garden 6-4401	9, 17...	400	A	A	C		.55	1.60		
	SO 730	GR-7-3637	3...	100	A	A	C		.55	1.60		
	UA 835	LAMbert 3-3211	9...	200	A	A	SFO				No Service Available	
	BN 160	4-7481	3...	200	A	A	PIA	G	.55	1.25		
	OZ 515	2-7591	3...	200	A	C	PIA		.55	1.25		
	UA 830	2-7701	9...	300	A	C	PIA		.55	1.25		
	TC 770	EV 4-9151	13, 22...	200	C	C	C		.50	1.00		
	Mar 8445, 440A, E											
	See Asbury Park, N. J.											
	DL 309	BLM										
	SO	FA-3-5116	9, 3...	300	C	C	MSY		.40	.85		
	QBA	FA-5-4601	3...	200	C	C			.60	1.20		
				3...	400							

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
Mesa Vista, Calif.	ALS	FL	ULster 2-2341	3.....	200	C	C	DEN		No Service Available	
Monterey, Calif.	MRY	PC 516	FRontier 2-7571	3, 19.....	200	A	C	SFO	G	.55	1.10
Montgomery, Ala.	MGM	UA 635	FRontier 5-3157	9.....	300	A	C	SFO			
DL 309		EA 325, 327, 330	AM-7-715	9 3.....	200	A	A	MSY	G	.40	.85
NE 485		CH-7-761	Capitol 3-2945	19, 7, 8.....	200	A	C	MSY		.40	.85
Montpelier, Vt.	MPV	AF 60, 60E, 61, 61A, D, 62B	UN-6-8344	3.....	200	C	C	BTV		No Service Available	
Montreal, Que.	YUL	EA 379B, 319C, 325, 327, 332, 335, NE	Melrose 1-3870	7.....	200	C	C	AC		.35	.75
SN 680..		SN 680..	Melrose 1-8591	8, 10, 16, 19.....	200	C	C	A		No Service Available	
TC		HUnter 9-5781	HUnter 9-5781	22.....	200	C	C	A		No Service Available	
12, 13, 7, 22.....					500	A	C	A		.45	1.00
Montrose, Colo.	MTJ	FL 377	Cherry 9-4236	3.....	200	C	A	DEN		No Service Available	
Moose Jaw, Sask.	YNJ	CP	1, 3, 6, 9.....	200							
Morehead City, N. C.	MRH	PI 640	Beaufort 2-7341	3.....	100	C	C	C		.35	.75
Morenci, Ariz.	CFT	See Clifton Ariz.									
Morganton, N.C.		See Hickory, N.C.									
Morganstown, W. Va.	MGW	CA 244	2-3301	3.....	150	C	C	PIT	G	.35	1.25
Moscow, Ids.	PUW	See Pullman Wash.									
Moses Lake, Wash.	EPH	See Ephrata Wash.									
Moultrie, Ga.	MGR	SO 730	YU-5-4046	3.....	100	C				.75	1.50
Muncie, Ind.	ME	LC 6	Atlas 8-3629	3.....	200	C					
Muskegon, Mich.	MKG	CA 240	3-1870	3, 4.....	250	A	C	C	G	.50	1.25
Muskingum, Ohio	MKO	CN 255	MUrvay 7-5494	3.....	200	C	A	NKC		No Service Available	
Muskoka, Can.		TC	3, 7, 12, 13, 22.....	200							
Myrtle Beach, S. C.	MYR	PI	Hillcrest 8-6559	3.....	100	C					
Nantucket, Mass.	ACK	NE	1340	3.....	200	C					
Nashville, Tenn.	BNA	AA	Chapel 2-6336	9, 5, 15.....	4500	A	A	EWB	G	.40	.90
BN		BN	AL-5-5323	5, 9.....	500	A	A	C		.40	.90
EA		EA	AL-5-7412	9, 8, 19, 10.....	200	A	A	C		.40	.90
OZ		Chapel 2-4363	3.....	200	A	A	C			.40	.90
Natchez, Miss.	HEZ	SO 730	'963	3.....	100	C					
New Bedford, Mass.	EWD	NE 405	WYman 9-6441	3.....	200	C					
New Bern, N. C.	EWN	NA 470A, B	ME 7-5151	9.....	200	C	C	IMN		.55	1.10
PI 640		ME 7-3972	3.....	100	A	C	IMN		.55	1.10	
New Brunswick, N. J.	NBR	NY 472A (Service Suspended)	HObart 7-1667	9.....	250	A	A	C	G	.55	1.25
New Haven, Conn.	HVN	AA 124	(6000 via LGA)								
EA 324, 325, 327.....		HO-7-6311	19.....							.55	1.25
200											
New Iberia, La.	LFT	See Lafayette La.									
New London, Conn.	GON	NE 485	Hilltop 5-9357	3.....	200	C		C		.50	1.25
New Orleans, La.	MSY	AX 6, 8015	Kenner 21-71-1466	1.....	6000	A	A	AC	G	.50	1.25
BN 160, 161		LA-4-3411	9, 3.....	200	C	A	A	AC		.50	1.25
CA 244		KEmer 4-3500	22, 6.....	200	C	A	A	AC		.50	1.25
DL 309, 309A, 309B, 310B, 312, 314A, 315A, 8285		KEmmer 4-3658	9, 1-A, 3, 5, 10.....	6000	C	A	A	AC		.50	1.25
EA 319E, 320, 327.....		4-3601	7, 8, 16, 10, 19.....	500	C	A	A	AC		.50	1.25
EA 470B, C.....		KEmmer 4-3616	9, 5, 6, 17.....	400	C	A	A	AC		.50	1.25
PA 590, 8510		Jackson 2-6391	2, 6.....	2500	C	A	A	AC		.50	1.25
SO 730		KEmmer 7-0158	3.....	200	C	A	A	AC		.50	1.25
TA 760, 8750		CAral 8374	4.....	4500	C	A	A	AC		.50	1.25
LC		4-2729	3.....	200							
New Philadelphia, Ohio	PHD										
New York, N. Y., or Newark, N. J. (Le Guardia)	LGA	AA	HAvemeyer 4-7600	9, 5, 15.....	10000	A	A	AC	G	.80	1.80
AZ											
CA			Mitchell 2-3002	9, 22, 5, 6, 10.....	440	A	A	AC		.80	1.80
Cuhans			22, 8.....	200							
EA			3, 22, 7.....	200							
NE-9-8200			6, 4, 7, 8, 16, 10, 19.....	500	A	A	AC			.80	1.80
NE			ILlinois 7-3000	9, 3, 6, 22.....	200	A	A	AC		.80	1.80
NY B			Defender 5-6600, Ext 16	20, 21.....	200	A	A	AC		.80	1.80
SAB			14, 9, 5, 15, 10.....	440							
TW			Oxford 5-4525	8, 7, 19, 2.....	3000	A	A	AC		.80	1.80
UA			ILlinois 8-4900	5, 6, 10.....	6000	A	A	AC		.80	1.80
(Idiowild)	IDL	AA	HAvemeyer 4-7600	9, 5, 10.....	6000	A	A	AC	G	.80	1.80
AET				7.....	550						
AF			Olympia 6-5800	7.....	200	A	A	AC		.80	1.80
AX 6,			Olympia 6-5945	1.....	6000	A	A	AC		.80	1.80
A VIA NCA			14, 2.....	600							
BA			Olympia 6-5600	11, 8.....	11100	A	A	AC			
BN			Olympia 6-5243	9, 10.....	500	A	A	AC		.80	1.80
CA			HAvemeyer 9-5340	22, 8.....	200	A	A	AC		.80	1.80
DL			Olympic 6-5822	8, 10.....	200	A	A	AC		.80	1.80
EA			OL-6-5100	6, 4, 7, 8, 16, 10, 19.....	500	A	A	AC		.80	1.80
LH			OL-6-5560	7.....		A	A	AC			
LY			Olympia 6-5290	8.....	650	A	A	AC			
KL			Whitehall 4-3480	2, 4, 5, 15, 6, 8, 7.....	6000	A	A	AC			
NA B			OXford 7-8181	9, 5, 6, 10.....	400	A	A	AC		.80	1.80
NE			OL-6-5398	9, 3, 6, 22.....	200	A	A	AC		.80	1.80
NW			MURRAYhill 7-4680	11, 6, 10, 15A.....	2000	A	A	AC		.80	1.80
NY			DEFender 5-6600	20, 21.....	200	A	A	AC		.80	1.80
PA			ST-6-7341	11, 2, 15, 6, 7, 10.....	10000	A	A	AC			
RD			Olympia 6-5748	1, 2, 15.....	10000	A	A	AC		.80	1.80
SN			Judson 6-1050	5, 6, 15.....	400	A	A	AC			
SK			OLympia 7-8000	5, 6, 10.....	1000	A	A	AC			
SR			Plaza 7-4433	2, 6.....	6000	A	A	AC			
TC			Judson 6-3210	22.....	200	A	A	AC		.80	1.80
TRC			OLympia 6-5997	4, 6, 2.....	1102	A	A	AC		.80	1.80
TW			OXford 5-4525	0, 7, 2, 23.....	3000	A	A	AC		.80	1.80
UA 830, 8795	EWR	AA	OLympia 6-5777	5, 15, 10.....	6000	A	A	AC		.80	1.80
AL			MArket 3-4062	9, 5, 15, 10.....	6000	A	A	AC	G	.77	1.75
AX			MArket 2-2442	3, 19.....	150	A	A	AC		.77	1.75
BN			MItchell 2-4605	5, 10.....	500	A	A	AC		.77	1.75
CA			MArket 3-2041	22, 6.....	200	A	A	AC		.77	1.75
DL			MItchell 2-3002	1-A, 10.....	6000	A	A	AC		.77	1.75
EA			MA-3-3543	6, 4, 7, 8, 16, 10, 19.....	500	A	A	AC		.77	1.75
FTL			MArket 4-3700	1, 15, 23.....	10000	A	A	AC		.77	1.75
MO			Mitchell 20335	9, 3.....	200	A	A	AC		.77	1.75
NA			MArket 4-1953	9, 5, 6, 10.....	400	A	A	AC		.77	1.75
NY			Mitchell 2-8681	20, 21.....	200	A	A	AC		.77	1.75
TW			MArket 3-5640	8, 7, 19.....	400	A	A	AC		.77	1.75
UA			MArket 2-1720	9, 5, 15, 16, 6.....	6000	A	A	AC		.77	1.75
1099	EFK	NE Seasonal		3.....	250	C		C	G	55	1.35
CA 240, 242, 244	PHF	CA 240, B	WArdwick 8-1141	3, 4.....	150	C		C	G	55	1.35
NA 370A, B		Lee Hall 5181	Lee Hall 5181	9.....	200	C		C	G	55	1.35
PI		Lyric 6-2621	Lyric 6-2621	3.....	100	C		C	G	55	1.35
Seasonal, Terminates 9/14/81											

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CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT and MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										For 100 Lb.	Minimum	
Washington, D. C.	DCA	AA	Executive 3-6460	9, 5, 10, 15	4000	A	A	AC	G	.55	1.25	
		AL	District 7-9460	3, 19	150	A	A	AC		.55	1.25	
		AX—(Service Suspended)										
		BN	Sterling 3-6280	5, 10, 9	500	A	A	AC		.56	1.25	
		CA	Sterling 3-300	3, 4, 8, 22	250	A	A	AC		.56	1.25	
		DL	District 7-9640	9, 10, 8	300	A	A	AC		.55	1.25	
		EA										
		EX-3-1631		9, 4, 8, 6, 7, 19	200	A	A	AC		.55	1.25	
		NA	District 7-8905	9, 5, 6, 10	400	A	A	AC		.55	1.25	
		NE	Sterling 3-3931	6, 22	200	A	A	AC		.55	1.25	
		NW	Sterling 3-4014	11, 10, 6	500	A	A	AC		.55	1.25	
		FA	Republic 7-5700									
		PI	District 7-1800	3								
		RD	Served Through Baltimore Md.	100	A	A	AC	G	.55	1.25		
		TW	Sterling 3-4221	8, 7, 19	400	A	A	AC		.55	1.25	
		UA	Sterling 3-0895	9, 10	300	A	A	AC		.55	1.25	
		BN 160, 161A	AD 4-6835	9, 3	200	C	C	PIA		.55	1.35	
		OZ 515	ADams 2-0042	3	200	C	C	PIA		.55	1.35	
		EA 325, 327, 332, 335	TEEnyson 6-3311	19	200	C	C	A	G	.45	.85	
		MO 460	TEEnyson 6-2020	9, 3	200	C	C	A		.45	.85	
		BN 160 161A	4038	3	200	A	A	MSP		No Service Available		
		NO 475 e		3	200	A		MSP				
		NE 485	Trinity 2-2133	3	200	C	C	BGR		No Service Available		
		CF		1, 3, 6, 9	200							
		SW—(Service Suspended)										
		NO 475	2-2096	3	200							
		EAU	3400	19	200	C	A	JAX		No Service Available		
		EA 320, 325, 330	Normandy 2-2651	3	150	C	A	SEA		No Service Available		
		WC 850A										
		EAT										
		HEE	See Helena Ark.									
		West Palm Beach, Fla.	TE-2-2454	7, 6, 9, 19	200	A	A	AC	G	.40	1.35	
		PBI	TE-Emple 3-7275	9, 17	200	A	A	AC		.40	1.35	
			RD 670, 8570	1, 15	6000	A	A	AC		.40	1.35	
		Kestfield, Mass.	See Springfield, Mass.									
		Wheeling, W. Va.	W-Oodsdale 944	3, 19	150	C	C	PIT	G	.40	.95	
		HLC	W-Oodsdale 3308	3	150	C	C	PIT		.40	.95	
			Cedar 3-0220	19	250	C	C	PIT		.40	.95	
		Whitehorse, Y. T.	2191	11	600							
		YXY	2211	3, 6, 9	500	C	C	C				
		White Plains, N. Y.	PA 5555	3	200	C		LGA		.60	1.20	
		HPN	PA (See New York)	20	200	C		LGA		.60	1.20	
			ST 6-7341									
		White River Jet., Vt.	LEB 1040	3	200	C	C	BTV		No Service Available		
		Wichita, Kan.	BN 2-6226	9, 1, 15	2000	A	A	MKC		.65	1.10	
		ICT	WH-3-3284	22	200	A	A	MKC		.65	1.10	
			WH-3-4241	3	200	A	A	MKC		.65	1.10	
			WHitehill 3-3275	3	200	A	A	MKC		.65	1.10	
			WH-3-4191	3	200	A	A	MKC		.65	1.10	
			AMherst 5-9613	8, 19	400	A	A	MKC		.60	1.20	
		Whitewater Falls, Tex.	322-4520	9, 3	200	A	A	DAL		.55	1.25	
		SPS	CO 300	2-6126	9, 3	200	A	A	DAL		No Service Available	
			AA 110	OLympic 4-7078	9	250	C		PHL	.65	1.50	
			AL 90	OLympic 5-1772	3, 19	150	C	C	PHL	.65	1.50	
			EA 325, 327, 332, 335	OLympic 4-4649	19	200	C	C	PHL	.65	1.50	
			TW 815	OLympic 5-1171	19	250	C	C	PHL	.65	1.50	
			CP		1, 3, 6, 9	200						
		Williamsport, Pa.	AL 90	8-8605	3, 19	150	A	C	PIT	.60	1.30	
			CA 242	8635	3	150	A	C	PIT	.60	1.30	
			FL	8-8683	3	250	A	C	PIT	.60	1.30	
			Greenfield 3-6019	3	200	A	A	GFK		No Service Available		
			FL									
		Williams, N. D.	EAst 4-191	20	200			LAX				
			EAst 8-3190	2	J	A	A	C	G	.65	1.55	
			EA 324, 325, 327, 332	EA-5671	3	150	A	A	C	.65	1.55	
			NA 470A, B	Roger 3-6232	9	200	A	A	C	.65	1.55	
			PI	ROger 3-1606	3	100	A	C	C	.55	1.35	
			WOODward 5-1000	Served Through Detroit Mich.								
			TC	Clearwater 4-1111	22	200	C	C	C	.50	1.00	
		Vancouver, Man.	TC 770, 8720	12, 13, 3, 22	500	C	C	C		.35	.75	
			NW 510	67921	4, 6	200	C	C	C	.35	.75	
			NO 475	8-2144	3	200						
			FL 377	911	3	200	C	C	DUG			
			CA 244	4-9382	3, 22	150	A	A	G			
			EA 325, 327, 333	PA-6071	19	200	A	A	C	.55	1.10	
			PI	Park 5-0511	3	100	A	A	C	.55	1.10	
			NO 475	3	200							
			FL 377	666	3	200	C	A	GTF			
			CP 2-6230	Poplar	3	200	C		PVD			
			FL 377	PLeasant 7-6367	9, 3	200	A	C	C			
			CA 240	Swift 9-4431	3	200	A	C	C	.45	1.45	
			LC 400 e	FHrside 7-2142	3	200	C	C	GTF			
			UA 830	1, 3, 6, 9	200							
			PN	4	16	200	A	A	SEA			
			TC 770	GLencourt 3-9934	4	200	A	A	SEA	.75	1.50	
			CP 216	GLencourt 3-4791	3	150	A	A	SEA	.75	1.50	
			TC 770	4	16	200	C	C		.60	No Service Available	
			CA 240	Liberty 5-9413	3, 4	250	A	C	CAK			
			LC 400 e	Liberty 5-3174	3	200	A	C	CAK			
			UA 830	Liberty 5-9744	6, 5	400	A	C	CAK			
		Yakima, Wash.	YAK	1287	22	200	C	C	G			
			YQI	CPA	1, 3	500						
			YZF	34611	3	200	C	C				
			YQV	CA 240	Liberty 5-9413	3, 4	250	A	C	CAK		
			YNG	LC 400 e	Liberty 5-3174	3	200	A	C	CAK		
				UA 830	Liberty 5-9744	6, 5	400	A	C	CAK		
		Yuma City, Calif.	YVV	See Marysville Calif.	1287	22	200	C				
			YUM	BL 159	3	200	A	C	SAR			
			ZZV	LC 400	3	200	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
All shipments, except when prepaid.....	Baker, Oregon.....	West Coast.....	
All shipments.....	Greenwood, Mass.....	Delta.....	
Baby chicks.....	All points.....	Northeast.....	
Chinchillas.....	All points.....	Frontier.....	
Dogs.....	All Points.....	Bonanza.....	
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	
Live Animals.....	All Points.....	Trans. Texas.....	TTA applies to excess baggage and Air Express, effective June 1, thru October 1.
Live Animals.....	Through Chicago.....	Ozark.....	
Live Animals, Including poultry and tropical fish.....	All points.....	West Coast.....	Applies to Air Express and Air Freight from November 1 until March 1, 1959.
Monkeys.....	All Points.....	AA.....	October Thru May.
Monkeys, Apes, Orangoutangs.....	All points except Binghamton, Boston, Chicago, Cleveland, Detroit, Hartford (Outbound only), Los Angeles, New York, Portland, San Diego, San Francisco, Seattle.....	Flying Tiger	
Poultry.....	All points.....	Ozark.....	Accepted only when advance arrangements are made to deliver to origin airport and pickup at destination airport.
Turkey Poult.....	All points except Binghamton, Boston, Chicago, Cleveland, Detroit, Hartford, (Outbound only), Los Angeles, New York, Portland, San Diego, San Francisco, Seattle.	Flying Tigers.....	Applies to Air Express and Air Freight.
Watches and jewelry.....	All points only when consigned for Lima, Peru.....	Braniff.....	
Rodents.....	All points.....	Pacific.....	Accepted only when advance arrangements are made to deliver to origin airport and pickup at destination airport.
Tropical Fish.....	All points.....	Western.....	Applies to Air Freight and Air Express.
			Applies December 1 thru March 31..

EXPLANATION OF CODES AND SYMBOLS

☒ -Daily
 ☐ -Weekdays (Monday through Saturday)
 ① -Monday
 ② -Tuesday
 ③ -Wednesday
 ④ -Thursday
 ⑤ -Friday
 ⑥ -Saturday
 ⑦ -Sunday
 Ex-Except
 P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
 Ar-Arrival
 Lv-Departure
 f -Optional Landing (flag stop)
 X -Technical Landing
 ☓ -Service Temporarily Suspended

U.S. AIRCRAFT	FOREIGN AIRCRAFT
Boeing Stratocruiser (1949).....	Avro York (1944).....
Convair 240 (1947).....	Breque 763 Deux-Pons/Provence (1953).....
Convair 340 (1952).....	Bristol Britannia (1957).....
Convair 440 Metropolitan (1956).....	Bristol 170/Wayfarer (1946).....
Curtiss Commando C-46 (1941).....	Canadair IV, North Star/Argonaut (1947).....
Douglas DC-3/Dakota/C-47 (1936).....	De Havilland Ambassador/Elizabethan (1952).....
Douglas DC-4/Skymaster/C-54 (1939).....	De Havilland Beaver (1951).....
Douglas DC-6 (1947).....	De Havilland Dove (1946).....
Douglas DC-6B (1952).....	De Havilland Dragon Rapide/DH89/Dominie (1935).....
Douglas DC-7 (1953).....	De Havilland Drover (1951).....
Douglas DC-7B (1955).....	De Havilland Heron (1952).....
Douglas DC-7C (1956).....	Handley Page Marathon (1952).....
Fairchild F27	Ilyushin IL-12 (1948).....
Lockheed Constellation (1945).....	Languedoc (1946).....
Lockheed Super Constellation (1952).....	LI-2 (Russian Version of DC-3), (1945).....
Lockheed Super-C Constellation (1953).....	Saab 90A Scandia (1950).....
Lockheed Super-G Constellation (1955).....	Short Sealand (1951).....
Lockheed Lodestar (1940).....	Short Solent (1948).....
Martin 2-0-2 (1947).....	SO-30 Bretagne (1950).....
Martin 4-0-4 (1951).....	Sud Est Armagnac.....
Sikorsky S-55 (Helicopter) (1953).....	Vickers Viking (1946).....
	Vickers Viscount (1950).....

AIR

BUS

AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U.S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;

the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff B-660," ME-I.C.C. No. 80.

AIRCRAFT CHARTS

Aircraft	Chart No.	Page No.
Boeing 707	50	G-17
Boeing Stratocruiser (combination).....	11	G-17
Bristol Britannia	14-A	G-17
Canadair North Star (All-Cargo).....	12	G-18
Canadair North Star (combination).....	13	G-18
Consolidated Convair (combination).....	9	G-18, 19
Curtiss G-46 (All Cargo).....	1	G-17
Curtis C-46 (Super D-46) (All Cargo)	1-A	G-17
De Haviland Comit IV	51	G-18
Douglas C-47 (All Cargo).....	14	G-19
Douglas C-54 (All Cargo).....	2	G-20
Douglas DC-3 (combination)	3	G-23
Douglas DC-4 (combination)	4	G-21
Douglas DC-6 (combination)	5	G-21
Douglas DC-6A (combination)	15-AG	22
Douglas DC-6A (All-Cargo).....	15	G-23
Douglas DC-6B (combination)	6	G-22
Douglas DC-7, DC-7B, DC-7C (comb.)	10	G-22
Fairchild F-27 (PAI only) see DC-3	3	G-23
Lockheed Constellation (combination)	8	G-24
Lockheed Constellation Speedpak (All-Cr.)	16	G-24
Lockheed Lodestar (combination)	17	G-24
Lockheed Super Constellation (comb.)	7, A	G-24
Lockheed Super Constellation (All Cargo)	23	G-23
Martin (combination)	19	G-25
Sikorsky S-55 (combination)	20	G-25
Smith Curtiss Commuter.....	18	Use Convair Chart 9.
Vickers Viscount (combination).....	22	G-25
Vertol 44 S-58	21	G-25

11

BOEING STRATOCRUISER

FIRST DIMENSION (IN INCHES)

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

50

BOEING 707

	4	8	12	16	20	24	28	32	36	40	44	48
68	A	108	—	—								A 68
68	A	126	—	—								A 66
64	A	140	106	—								A 64
62	A	152	125	—								A 62
60	A	162	139	101								A 60
58	A	171	150	118								A 58
56	A	181	160	130								A 56
54	A	190	170	141	99							A 54
52	A	199	180	151	118							A 52
50	A	208	188	161	130							A 50
47	A	221	201	174	147	121	106	94	84	63	53	—
B	127	120	112	103	95	87	78	70	63	53	—	A 47
44	A	232	214	186	161	137	123	113	105	96	85	65
B	133	126	118	110	102	95	88	84	82	80	65	—
40	A	243	229	202	178	156	140	124	114	106	95	85
B	149	141	134	133	130	124	116	109	102	95	85	—
36	A	250	241	218	195	173	156	138	125	113	106	96
B	169	168	162	153	145	136	128	120	113	106	96	—
32	A	255	250	233	210	187	168	149	135	125	114	105
B	198	194	182	170	160	148	139	130	122	114	105	—
28	A	259	257	243	225	200	179	159	149	138	124	113
B	222	215	200	186	174	160	149	139	130	122	113	96
24	A	263	261	254	238	212	189	179	168	156	140	133
B	242	236	219	202	187	172	158	147	137	128	119	103
20	A	266	265	261	249	222	212	200	187	173	156	137
B	261	257	258	238	210	183	167	153	143	133	125	109
16	A	271	268	266	258	249	238	225	210	195	178	161
B	269	268	256	233	213	193	175	159	148	138	129	114
12	A	273	271	269	266	261	254	243	232	218	202	186
B	272	270	269	248	224	202	181	164	152	141	132	118
8	A	272	272	271	268	265	261	257	250	241	229	214
B	274	272	271	263	233	209	187	169	155	144	134	121
4	A	276	274	273	271	266	263	259	255	250	243	232
B	275	274	273	270	240	214	190	172	158	146	135	123
	4	8	12	16	20	24	28	32	36	40	44	48

PACKAGE WIDTH IN INCHES

14-A BRISTOL BRITANNIA

	WEIGHT IN INCHES							
	11	17	20	23	25	27	30	
5	161	161	161	161	151	138	129	
7	155	155	154	153	144	133	125	
9	150	150	148	145	137	128	121	
11	145	145	142	139	132	124	117	
13	140	140	136	133	126	120	114	
15	135	135	132	128	121	116	110	
17	132	132	128	123	117	112	106	
19	128	128	123	118	114	108	102	
21	124	124	119	115	109	104	98	
22	120	120	115	111	106	100	95	
24	116	116	112	107	101	97	91	
26	113	113	107	103	97	93	87	
28	108	108	103	99	94	89	82	
30	104	104	99	96	90	85	78	
32	100	100	96	91	86	81	75	
34	96	96	92	88	82	78	71	
36	93	93	88	84	78	74	68	
38	89	89	84	79	75	70	64	
40	85	85	80	76	71	66	61	
41	81	80	76	72	67	62	58	
43	77	76	72	68	63	58	56	
45	75	72	68	64	59	56	54	

Find length at intersection of height and width.

AIRCRAFT CHARTS

13

CANADAIR NORTH STAR (COMBINATION)

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

12

CANADAIR NORTH STAR (ALL-CARGO)

**FIND LENGTH AT INTERSECTION
OF HEIGHT AND WIDTH**

**1 CURTISS C-46
(ALL CARGO)**

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

THE JOURNAL OF CLIMATE

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
95	86	86	86	79		

**FIND THIRD DIMENSION
(IN INCHES) AT INTERSECTION OF
FIRST AND SECOND DIMENSIONS**

51

DE HAVILAND COMET IV

First Dimension in Inches

**Find Third Dimension (in inches) At
Intersection of First & Second Dimensions**

1-A CURTISS C-46 (All-Cargo)

Applicable to DL Only (SUPER D-46)

HEIGHT (SMALLER DIMENSION)

	8	16	24	32	40	48	56	64	72
WIDTH	14	439	439	439	439	439	372	103	103
	22	439	439	439	439	439	357	98	98
	30	398	398	398	398	398	300	84	84
	38	348	348	348	348	348	252	72	72
	46	300	300	300	300	300	210	*	*
	54	254	254	254	254	254	175	*	*
	62	218	218	218	218	218	146	*	*
	70	187	187	187	187	187	121	*	*
	78	160	160	160	160	160	103	*	*
	86	139	139	139	139	139	88	*	*
	94	121	121	121	121	121	79	*	*
	102	110	110	110	110	110	70	*	*
	110	102	102	102	102	102	*	*	*
	118	97	97	97	97	97	*	*	*
	126	96	96	96	96	96	*	*	*

**NOTE: IF EXACT DIMENSION IS NOT SHOWN,
USE NEXT LARGER DIMENSION**

AIRCRAFT CHARTS

14 DOUGLAS C-47 (ALL CARGO)

**FIND LENGTH (IN INCHES) AT INTERSECTION
OF HEIGHT AND WIDTH**

CONSOLIDATED CONVAIR

Applicable to NA and TW

Second Dimension (In Inches)	FIRST DIMENSION (IN INCHES)									
	5	10	15	20	25	30	35	40	45	50
5	80	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	75	73
20				70	70	70	70	70	70	70
25					60	70	70	70	70	55
30						55				

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF
FIRST AND SECOND DIMENSIONS**

AIRCRAFT CHARTS

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

2

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54				
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550				
4	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550				
6	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550				
8		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550				
10		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541				
12		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517	
14			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548		
16			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541	
18			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	546	545	
20				550	536	521	509	498	489	482	476	467	461	455	445	434	422	417	408	396	389										
22				518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356											
24				485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331	321	310										
26																															
28																															
30																															
32																															
34																															
36																															
38																															
40																															
42																															
44																															
46																															
48																															
50																															
52																															
54																															
56																															
58																															
60																															
62																															
64																															
66																															

HEIGHT OR WIDTH (IN INCHES)	WIDTH ONLY (IN INCHES)																												
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94		
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133		
4	550	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121	120	
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127	124	
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124	122	120
10	533	527	521	508	495	488	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120	119	117
12	505	499	492	478	464	454	290	195	178	167	162	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119	117	115
14	476	470	462	448	431	421	264	186	171	162	155	149	144	141	139	137	135	133	131	129	126	124	123	121	119	117	115	113	111
16	445	438	431	414	391	383	244	180	164	157	151	146	141	139	137	135	133	131	129	126	124	123	121	119	117	115	113	111	
18	413	405	397	378	350	340	230	178	161	151	146	141	139	137	135	133	131	129	126	124	123	121	119	117	115	113	111		
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116	115	
22	392	330	285	278	265	254	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	120	119	117	116	115	114	113	
24	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	117	116	115	114	113	112	111
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112	111	110
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110	109
30	269	259	250	237	227	218	176	146	140	135	131	127	124	121															

AIRCRAFT CHARTS

4

DOUGLAS DC-4

LINE A applies to: CA, KL, PA
LINE B applies to: EA, NW

FIRST DIMENSION (IN INCHES)

LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86											
	B	72											
12	A	86	86	86	86	86							
	B	72	72	65	65	60							
14	A	86	86	86	86	86	86						
	B	72	72	65	65	60	57						
16	A	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55					
18	A	86	86	86	86	86	86	86	86				
	B	65	65	65	65	60	57	55	52				
20	A	86	86	86	86	86	86	86	86	86			
	B	65	65	65	65	60	57	55	52	50			
22	A	86	86	86	86	86	86	86	86	86	76	71	
	B	65	65	65	65	60	57	55	52	50	47	42	
24	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	45
26	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
28	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
30	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
32	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
34	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
36	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
38	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
40	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
42	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
44	A	86	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
46	A	96	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
48	A	96	86	86	86	86	86	86	86	86	76	71	67
	B	65	65	65	65	60	57	55	52	50	47	42	40
50	A	86	86	86	86	86	86	86	86	86	76		
	B	65	65	65	65	60	57	55	52	50			
52	A	86	86	86	86	86	86	86	86	86	76		
	B	65	65	65	65	60	57	55	52	50			
54	A	86	86	86	86	86	86	86	86	86	—		
	B	65	65	65	65	60	57	55	52	50			
56	A	86											
	B	—											

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

5

DOUGLAS DC-6

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150													
	B	150													
	C	150													
4	A	150	150												
	B	150	150												
	C	150	150												
6	A	150	150	150											
	B	150	150	150											
	C	150	150	150											
8	A	150	150	150	150										
	B	150	149	149	149										
	C	150	150	150	150										
10	A	150	150	150	150	150									
	B	150	143	140	137	133									
	C	150	150	150	150	150									
12	A	150	150	150	150	150	146								
	B	150	138	133	128	124	122								
	C	150	150	150	150	150	146								
14	A	150	150	150	150	150	146	131							
	B	144	131	124	119	118	116	114							
	C	150	150	150	150	150	146	131							
16	A	150	150	150	150	150	146	127	118						
	B	131	122	117	115	112	109	108	108						
	C	150	150	150	150	150	142	127	117						
17	A	150	150	150	150	150	136	123	116	107					
	B	120	115	107	107	106	105	104	104	104					
	C	150	150	150	150	150	135	123	121	111	105				
18	A	150	150	150	150	150	138	128	120	114	101	98			
	B	112	107	105	103	102	101	100	100	99	98				
	C	150	150	150	150	150	142	121	110	104	98	95	90		
20	A	150	150	150	150	150	142	131	110	104	98	95	90		
	B	104	100	98	97	97	96	96	95	94	90	86	82		
	C	150	150	147	130	125	103	98	92	90	84	81	78		
21	A	150	150	150	148	130	118	116	106	96	94	90	82		
	B	104	100	98	97	97	96	96	95	94	90	86	82		
	C	150	150	147	130	125	103	98	92	90	84	81	78		
22	A	150	150	147	130	125	103	98	92	90	84	81	78		
	B	96	94	94	93	93	92	92	91	90	82	74	72		
	C	150	147	138	123	115	96	91	88	84	78	74	71		
23	A	148	148	138	123	113	100	95	93	91	83	79	73	67	68
	B	92	90	89	89	88	88	88	87	87	87	80	75	70	52
	C	147	143	128	116	110	90	84	81	79	73	73	71	67	67
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67
	B	87	86	85	85	84	83	83	82	81	73	70	66	52	52
	C	143	130	118	103	95	85	82	77	75	73	71	71	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67
	B	82	81	80	80	79	79	78	78	78	69	69	52	52	52
	C	133	118	108	95	89	80	76	72	71	67	63	58	43	
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67
	B	77	77	76	75	75									

AIRCRAFT CHARTS

6

DOUGLAS DC-6B

LINE A applies to: AA, CP, WA

LINE B applies to: CO, KL, SAS

**LINE C applies to: LAN, NA, NE, NW, PA, SAB, SR, UA
FIRST DIMENSION (IN INCHES)**

SECOND DIMENSION (IN INCHES)	Line 3	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																			
	B	200																			
	C	200	200	200	200	194	175	166	158	149	142	137	131	126	120	111	104	100			
6	A	211	211																		
	B	200	200																		
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91			
9	A	211	211	195																	
	B	200	200	195																	
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82			
12	A	211	193	186	158																
	B	190	190	186	158																
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74			
15	A	184	168	160	142	127															
	B	168	168	160	142	127															
	C	168	168	160	142	127	123	118	114	109	104	101	98	94	90	79	72	67			
18	A	175	161	144	135	122	121														
	B	175	161	144	135	122	121														
21	A	166	153	139	129	118	116	113													
	B	166	153	139	129	118	116	113													
24	A	158	147	135	135	124	114	111	108	105											
	B	150	150	135	123	114	111	108	105	101											
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60			
27	A	149	141	128	118	109	106	103	101	94											
	B	149	141	128	118	109	106	103	101	94											
30	A	142	135	123	113	104	101	99	97	92	90										
	B	142	135	123	113	104	101	99	97	92	90										
33	A	137	128	117	109	101	96	95	94	90	87	84									
	B	124	124	116	108	99	96	95	94	90	89	89									
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54			
36	A	131	121	113	106	98	95	92	91	88	85	82	78								
	B	131	121	113	106	98	95	92	91	88	85	82	78								
39	A	126	116	108	101	94	91	89	87	84	81	81	79	76	74	72	70				
	B	126	116	108	101	94	91	89	87	84	81	81	79	77	74	72	70				
42	A	120	112	104	97	91	88	86	84	81	78	76	76	74	72	70					
	B	112	112	104	96	91	89	89	87	85	83	83	82	80	78	75	72	70			
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	67	61	54	48		
45	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	66	65	57	53		
	B	111	105	101	95	88	85	83	81	78	76	74	72	70	68	66	65	55	51		
48	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	65	57	53			
	B	104	102	98	92	85	82	81	79	76	74	72	70	68	66	65	57	53			
51	A	100	99	95	89	82	79	75	77	74	72	70	69	66	64	61	53	49	43		
	B	100	99	95	89	82	79	75	77	74	72	70	69	66	64	61	53	49	43		
	C	99	98	95	89	82	79	75	77	74	72	70	69	66	64	61	53	49	43		
54	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39			
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39			
57	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
	B	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36			
60	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34			
	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	81	81	74	68	66	63
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34			
63	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
66	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
69	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
72	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
75	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
78	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
81	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
84	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
87	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
90	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
93	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
96	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65
99	B	89	89	89	89	89	89	89	89	89	89	89	89	88	88	87	78	78	72	66	65

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION
OF FIRST AND SECOND DIMENSIONS**

15 - A

DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
MAXIMUM LENGTH - INCHES										
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	70	70	70	70

10

DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

Width or Height (in inches)	6	8	10	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108	
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97	
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87	
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77	
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68	
18	136	126	116	112	108	103	99	96	92	89	85	82	78	72	66	60	
21	120	111	103	99	97	93	90	87	85	83	79	76	72	66	60	54	
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49	
27	93	86	83	81	78	76	73	71	70	67	63	59	54	50	45	40	
Width only (in inches)	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41	
30	93	79	76	73	71	69	67	64	62	60	57	53	49	45	41	36	
33	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34	

FIND LENGTH (IN INCHES) AT
INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

AIRCRAFT CHARTS

DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

DOUGLAS DC-6A (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23

LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	762	624	495	366	297
18	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	165
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
76		117			

**FIND LENGTH (IN INCHES) AT
INTERSECTION OF HEIGHT
AND WIDTH**

AIRCRAFT CHARTS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A)

FIRST DIMENSION (IN INCHES)

	2	12	13	16	18	21	24	25	28	29	30	39	46
2	312	300	300	300	300	300	300	300	300	123	100	100	100
3	312	300	266	220	220	200	200	200	200	111	100	100	100
4	300	300	200	200	200	200	200	200	200	111	100	100	100
5	300	202	170	170	170	170	170	170	170	101	100	100	100
6	300	177	152	152	152	152	152	152	152	100	100	100	100
7	300	158	137	137	137	137	137	137	137	100	100	100	100
8	300	158	137	137	137	137	137	137	137	100	100	100	100
9	300	142	128	124	124	124	124	124	124	100	100	100	100
10	300	128	114	114	114	114	114	114	114	100	100	100	100
11	300	128	114	114	114	114	114	114	114	100	100	100	100
12	300	124	114	108	108	108	108	108	108	100	100	100	100
13	300	124	114	108	108	108	108	108	108	100	100	100	100
14	300	124	114	108	108	108	108	108	108	100	100	100	100
15	300	124	114	108	108	108	108	108	108	100	100	100	100
16	300	124	114	108	108	108	108	108	108	100	100	100	100
17	300	124	114	108	104	104	104	104	104	100	100	100	100
18	300	125	114	108	104	104	104	104	104	100	100	100	100
19	300	124	114	108	104	104	104	104	104	101	60	60	60
20	300	124	114	108	104	101	101	101	101	101	60	60	60
21	300	124	114	108	104	100	100	100	100	100	60	60	60
22	300	124	114	108	104	100	80	80	80	42	42	29	29
23	300	124	114	108	104	100	52	48	45	42	42	29	29
24	300	124	114	108	104	100	52	48	45	42	42	29	29
25	300	124	114	108	104	100	48	29	29	29	29	29	29
26	300	124	114	108	104	100	48	29	29	29	29	29	29
27	300	124	114	108	104	100	45	29	29	29	29	29	29
28	100	100	100	100	100	60	42	29	29	29	29	29	29
29	100	100	100	100	100	60	29						

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST
AND SECOND DIMENSIONS**

LOCKHEED SUPER CONSTELLATION (COMBINATION)

7A

**Applicable only to TC
(See Chart 7 for other Carriers)**

**FIND LENGTH (IN INCHES) AT INTERSECTION OF
LENGTH AND WIDTH**

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	50
6	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
14	300	300	300	300	300	300	300	300	300	310	300	300	300	300	330	300	300	300	
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	
28	300	300	300	300	300	300	300	290	260	198	187	165	165	165	165	165	165	165	
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:

24 IN. x 20 IN. x 34 IN.

LOCKHEED CONSTELLATION
(For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND
SECOND DIMENSIONS**

AIRCRAFT CHARTS

19

MARTIN

LINE A applies to: EA
 LINE B applies to: DL, TW
 LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	20	30	40	50	53
A	136	136	136	136	136	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	74	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	74	74	74	56	56	—	—
B	70	70	70	70	56	56	56	56	56	—	—
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	—	—	—	—	—	—	—
B	70	70	70	70	—	—	—	—	—	—	—
C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

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VICKERS VISCOUNT

FIRST DIMENSION (IN INCHES)

	50	55	60	65	70	75	80	85	90	95	100
10	18	18	18	18	18	18	18	18	18	18	18
12	18	18	18	18	18	18	18	18	18	18	17
14	18	18	18	18	18	18	18	18	18	17	17
16	18	18	18	18	18	18	18	18	17	17	17
18	18	18	18	18	18	18	17	17	17	17	17
20	18	18	18	18	17	17	17	17	17	16	16
22	18	18	17	17	17	17	17	16	15	15	15
24	18	18	17	17	17	17	16	15	15	15	15
26	17	17	17	17	17	16	15	15	15	15	15
28	17	17	17	17	16	15	15	15	15	15	15
30	17	17	17	16	15	15	15	15	15	15	15
32	17	16	16	15	15	15	15	15	15	15	15
34	16	16	15	15	15	15	15	15	15	15	15
36	16	15	15	15	15	15	15	15	15	15	15
38	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

18

SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

21

VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20

SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A—Accepted for shipment on all aircraft operated by the carrier.
 AC—Accepted on ALL-CARGO aircraft only.
 N—Not accepted.
 (E)—Air Express only.
 Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	DL	EA	FL
Animals, live	AC (2-6)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	A (2)
EXCEPTIONS											
Alligators.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Alligators, baby	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Animals, in excess of 200 lbs....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2-6)
Apes	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Bears, cub.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Bears, grown.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Bees	A (2)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	N	A (2)
Birds.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
EXCEPTIONS											
Birds, small.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Canaries	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Parakeets	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Parrots	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Cats.....	AC (2-51)	N	A (3)	A (2)	AC (2)	AC (2)	A (12)	N	AC (2)	N	A (2)
Chimpanzees.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2)
Chinchillas.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	N	N	AC (2)	N	A (2)
Dogs	AC (2-51)	N	A (3)	A (2-13)	AC (2)	AC (2)	A (12)	N	AC (2)	N	A (2)
Elephants.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2)
Fish.....	A (2)	A (2-16)	A (2-16)	A (2-16)	AC (2-16)	AC (2)	A (2-25-40)	N	A (2)	A (16)	A (2-16)
EXCEPTIONS											
Clams.....	A (2)	A (2-16)	A (3)	A (16)	A (2-16)	AC (2)	A (2-25-40)	N	A (2)	A (16)	A (2-16)
Goldfish	A (2)	A (2-16)	A (3)	A (23)	AC (2)	AC (2)	N	N	A (2)	A (23)	A (2-16)
Lobsters	A (16b)	A (2-16)	A (16b)	A (16b)	A (16b)	N	A (25-16b)	N	A (16b)	A (16)	A (16b)
Shellfish	A (2)	A (2-16)	A (3)	A (16)	A (16)	AC (16)	A (2-25)	N	A (2)	A (16)	A (16)
Tropical Fish.....	A (16a)	A (2-16)	A (16a)	N	A (16a)	A (16a)	A (25-16a)	A (16a)	A (16a)	A (16a)	A (16a)
Foxes	AC (2)	A (2-16)	A (3)	A (3)	AC (2)	AC (2)	A (2-25)	N	A (2)	A (2)	A (2)
Guinea Pigs.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Hamsters.....	AC (2)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Hippopotamus.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Horses, race	N	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	N
Insects	A (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	A (2)	N	A (2)
Lions, cub	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	A (2-6)
Lions, grown.....	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2-6)
Livestock	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	N	N	AC (2-6)	N	A (2-6)
EXCEPTIONS											
Calves.....	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Cattle, grown.....	N	N	A (3)	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	A (3)	N	N	N	N	N	N	N	N
Goats	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
Horses, draft.....	N	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
Sheep	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Swine	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	A (2-6)
Mink	AC (2)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Monkeys	AC (2-6)	N	A (3)	N	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
Orangoutangs	AC (2-6)	N	A (3)	N	N	AC (2)	N	N	AC (2-6)	N	N
Pets, small.....	AC (2-6-51)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Poultry.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	N
EXCEPTIONS											
Chicks.....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Ducklings	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Goslings	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Poultry, baby	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Poults (except turkey).....	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Poults, turkey	AC (2-42)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (14)
Rabbits.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Reptiles.....	AC (2-6)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	N
EXCEPTIONS											
Reptiles, small.....	AC (2)	N	A (3)	A (2)	N	AC (2)	N	N	A (2-6)	N	N
Rodents.....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
EXCEPTIONS											
Coypus (Nutria).....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Mice.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Rats.....	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2)	N	A (2)
Skunks, pet	AC (2-51)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2)	N	A (2)
Snakes, non-poisonous and harmless	AC (2-6)	N	A (3)	A (2)	N	AC (2)	N	N	AC (2-6)	N	A (2)
Tigers, cub.....	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Tigers, grown	AC (2-6)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	N	N
Wolves	AC (2)	N	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	A (16)	A (2)
Worms.....	AC (2)	A (2)	A (3)	A (2)	AC (2)	AC (2)	A (2-25)	N	AC (2-6)	A (16)	A (2)

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AC=Accepted on A
N=Not accepted.

 Air Express only

(E) Air Express only
Explanation of numerical notes follows charts.

	FT	LXE	LCG	MO	NA	NE	NO	NW	NY	OZ
Animals, live..... EXCEPTIONS	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-55)	A(2)	AC(2-36)	A(2-6)	A(2)
Alligators.....	A(3)	A(2)	N	N	N	A(3-55)	N	AC(2-36)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	N	A(3-55)	N	A(2-24)	A(2)	N
Animals, in excess of 200 lbs..	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	N	N	N	A(2-4-24)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-17-54)	A(2)	A(17)
Birds	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Birds, small.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	N	A(2-54)	A(2)	A(2)
Canaries.....	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
Parakeets	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(9-12)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Chimpanzees.....	A(3)	A(2-6)	N	N	N	A(3-55)	N	AC(2-36)	A(2-6)	N
Chinchillas.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(9-12)	A(3-21-55)	A(2)	A(2-24)	A(2-6)	N
Elephants	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Fish..... EXCEPTIONS	A(3)	A(2)	A(2-4-16)	N	A(2-16)	A(3-16)	A(2-16)	A(2-16-54)	A(2)	A(2-16)
Clams	A(3)	A	A(2-16)	N	A(2-16)	A(3)	A(16)	A(16b-54)	A	A(16)
Goldfish	A(3)	A(2-16)	A(2-4-16)	N	A(2-16)	A(3)	A(2-16)	A(16a-54)	A(2-16)	A(16)
Lobsters	A(16b)	A(16b)	A(16b)	N	A(16b)	A(3-16b)	A(16b)	A(16b-54)	A(16b)	A(16b)
Shellfish	A(3)	A(2)	A(16)	N	A(2-16)	A(3)	A(16)	A(16b-54)	A(2)	A(16)
Tropical Fish	N	A(15a)	A(2-6)	N	N	A(3-16a)	N	A(16a-54)	A(16a)	A(16a)
Foxes	A(3)	A(2-6)	N	N	A(9-12)	A(3-55)	A(2-4-24)	A(2-24)	A(2-6)	A(2-6)
Guinea Pigs.....	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-4-24)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Horses, race	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Insects	A(3)	A(2)	A(2-4)	N	N	A(2-9)	A(2-24)	A(2-24)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	N	A(9-12)	N	AC(2-36)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
EXCEPTIONS										
Calves.....	A(3)	A(2)	N	N	N	N	N	AC(2-36)	A(2)	N
Cattle, grown	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Cattle, uncrated	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	N	N
Goats	A(3)	A(2-6)	N	N	N	N	A(2)	AC(2-36)	A(2-6)	A(2)
Horses, draft	A(3)	N	A(2-4)	N	N	N	N	AC(2-36)	N	N
Sheep	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Mink	A(3)	A(2)	N	N	N	A(9-12)	A(2-24)	A(2)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	N	A(3-55)	N	A(2-6)	N	A(2)
Orangoutangs	A(3)	A(2-6)	N	N	N	A(3-55)	N	AC(2-36)	A(2-6)	A(2)
Pets, small	A(3)	A(2)	N	N	N	A(3-21-55)	A(2)	A(2-4-54)	A(2)	A(2)
Poultry	A(3-42)	A(2)	A(2-4)	N	N	A(3-55)	A(2)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Chicks.....	N	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Ducklings.....	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Goslings	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2)	A(2-54)	A(2)	A(2-14)
Rabbits	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Reptiles..... EXCEPTIONS	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-24)	A(2-6)	A(2)
Reptiles, small.....	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-24)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2)	A(2-5-24)	A(2-6)	A(2)
EXCEPTIONS										
Coypus (Nutria)	A(3)	A(2-6)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Mice.....	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2)	A(2-24)	A(2)	A(2)
Skunks, pet.....	A(3)	A(2)	N	N	N	A(3-55)	A(2)	A(2-24)	A(2)	N
Snakes, nonpoisonous and harmless	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2)	A(2-24)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Wolves	A(3)	A(2-6)	A(2-4)	N	A(2)	A(3-55)	A(2)	A(2-54)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	N	A(2)	A(3-55)	A(2)	A(2-54)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
 AC-Accepted on ALL-CARGO aircraft only.
 N-Not accepted.

(E)-Air Express only.

Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live.....	A(2-10)	A(2)	AC(3)	N	A(2-37)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4) A(3-4)	N	AC(2) AC(2)	A(2-18-30-40) A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N						
Animals, in excess of 200 lbs.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6) AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6) AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6) AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6) AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41) A(41)	A(3-4) A(3-4)	A(17)	AC(2) AC(2)	AC(17) AC(2)	N	A(2)
Birds.....	A(2-10)	A(2)	A(3)	N	A(2-37)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Birds, small.....	A(2-10)	A(2)	A(3)	N							
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2-44)	A(34)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees	A(2-10)	N	A(3)	A(13)	A(2)	A(3-4)	N	AC(2)	A(2-6)	N	N
Chinchillas	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	N	A(3)	A(13)	A(2-41)	A(3-4)	N	AC(2)	A(2-12-30-31)	N	N
Elephants	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2)	A(2-4)	N
Fish	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-38)	A(3-4-16)	N	A(23)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-38)	A(3-4-16)	A(2)	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(2-16a)	A(16-41)	A(3-4-16)	A(23)	A(23)	A(23-30-40)	A(16)	N
Lobsters	A(10-16b)	A(16b)	A(16b)	A(16-b)	A(16b)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16)	A(3-4-16)	A(2)	A(23)	A(23)	A(16)	A(16)
Tropical Fish	A(10-16b)	A(16a)	A(16a)	A(2)	A(2-16a)	A(41-16a)	A(16a)	A(16a)	A(16a)	A(16a)	A(16a)
Foxes	A(2-10)	A(2)	A(3)	A(3)	A(2-16a)	A(3-4)	A(2)	A(2)	A(2-6)	A(2-6)	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-38)	A(3-4)	N	AC(2)	AC(2)	A(2)	N
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Horses, draft.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Swine	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2)	A(2-7)	A(2)
Pets, small	A(2-10)	A(2-13)	A(3)	A(13)	A(14-37)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Poultry	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Goslings	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poults (except turkey)	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	A(14)
Poults, turkey	A(2-10)	N	A(3)	N	A(14-37)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	A(14)
Rabbits	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Reptiles, small	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-18-30)	N
Rodents	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria)	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Rats	N	A(2-10)	A(2)	A(3)	A(2-37)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet	N	A(2-10)	A(2)	A(3)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Snakes, non-poisonous and harmless	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Tigers, cub	A(2-10)	A(2)	A(3)	N	A(2-37)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Tigers, grown	N	A(2-10)	A(2)	A(3)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	N
Wolves	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	N	N
Worms	A(2-10)	A(2)	A(3)	A(2)	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A—Accepted for shipment on all aircraft operated by the carrier.

AC—Accepted on ALL-CARGO aircraft only.

N—Not accepted.

(E)—Air Express only.

Explanation of numerical notes follows charts.

	AA	AL	AX	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX①	LC②	MO	NA
Alcoholic Beverages	A (20)	A	A	A	A (19)	N	N	N	A	A (19)	N	A	A	A	N	A (19)
Automobiles, uncrated	AC	N	A	N	AC	N	N	N	AC	N	N	A	A	N	N	N
Eggs, raw poultry	A	A	A	A	A (2)	A	A	A	A	A (48)	A	A	A	A	A	A
Etiologic Agents	A	A	A	A	A (49a)	A	A	A	A	A	N	A	A	A	N	A
Fabrics, in rolls	A (49)	A (49)	A (49a)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49a)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A (48)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	N	A	A	A	A	A (11)	A (48)	A	A	A	A	A
Not over 48" in length	A	A	A	A	A	A	A	A	A	A (11)	A (48)	A	A	A	A	A
Not over 60" in length	A	A	A	N	A	AC	AC	A (11)	N	AC	A (48)	A	A	N	N	N
over 60" in length	A	N	A	N	AC	AC	AC	A (11)	N	AC	A (48)	A	A	N	N	N
Foods, perishable	A	A	A	A	A	A	AC	A	A	A	A	A	A	A	N	A
Fruit; fresh	A	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	A	AC	AC	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	A	AC	AC	A	A	A	A	A	A	A	N	A
Garments:																
Not boxed or crated	N	N	A	N	N	AC	AC	N	N	N	N	A	A	N	N	N
On hangers or racks	N	N	A	N	AC	AC	N	N	N	N	N	A	A	N	N	N
Glass, thermo-pane	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)
Human remains, other than																
cremated	A (4-5)	A (4-5)	A	A (4)	A (4-5)	A (5)	A (4-5)	N	AC (5)	AC (5-8)	A (4-5)	A	A (5)	A (4-22)	N	A (4-5)
Human Remains, Infant	A (4-5)	A (4-5)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	AC (5)	A (5)	A (4-5)	A	A (5)	A (4-22)	N	A (4-5)
Liquids in Cans	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Machinery, greased or oiled,																
without packaging	N	A	N	N	AC	AC	N	N	AC	AC (8)	N	A	A	N	N	N
Meat; fresh	A (2)	A (2)	A	A	A	AC	A	A	A	A (2)	A	A	A	N	N	A
Frozen	A (2)	A (2)	A	A	A	AC	A	A	A	A (2)	A	A	A	N	N	A
Milk, fresh	A	A (16)	A	A (16)	A	AC	A	A	A	N	A	A	A	A (16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment	A	N	A	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain	A	N	A	N	A	A	A	A	A	A	A	A	A	N	A	A
Vegetables; fresh	A	A	A	A	A	AC	A	A	A	AC	A	A	A	N	N	A
Frozen	A	A	A	A	A	AC	A	A	A	AC	A	A	A	N	N	A

	NE	NO③	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages	A (19)	A	N	A	A (2)	A	N	A	N	A (19)	N	N	N	A (45)	A (2)	N
Automobiles, uncrated	N	A	N (54)	A (2)	N	N	N	N	A (38)	A	AC	A	A	N	A (2)	A
Eggs, raw poultry	A	A	N	A	N	A	N	A	A	A (47)	A	A	A	N	A	A
Etiologic Agents	A (49)	A (49)	A (49a)	A (49)	A (49)	A (49)	A (49)	A (49a)	A (49)	A (49)	A (10)	A (10)	A (11)	A (11)	A (11)	N
Fabrics in rolls	A (49a)	A (49a)	A (49a)	A (49a)	A (49a)	A (49a)	A (49a)	A (49a)	A (49a)	A (49a)	A (10)	A (10)	A (11)	A (11)	A (11)	N
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A (47)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	N	A	N	A	A	A (47)	A	A	A	A	A	A
Not over 48" in length	A	N	A	A	N	A	N	A	A	A (47)	A	A	A	A	A	N
Not over 60" in length	A (11-55)	N	A (24)	A	N	A	N	A	N	A (47)	A	A	A	AC	A (11)	A (11)
Over 60" in length	A (11-55)	A	A (24)	A	N	A	N	A	N	A (47)	A	A	A	AC	A (11)	A (11)
Fruit, fresh	A	A	A	A	A	A	A	A	A	A (38)	A	A	A	A	A	A
Frozen	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A (16)	A (16)
Berries	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A (16)	A (16)
Garments:																
Not boxed or crated	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)	A (1)
Human remains, other than																
cremated	A (22)	A (22)	A (4)	A (54)	A (5)	A (4-5)	A (5)	A (5-21)	A (5-21)	A (1)	A (1)	A (1)	A (1)	A (1)	A (5-22)	A (5-22)
Human Remains, Infant	A (22)	A (22)	A (4)	A (54)	A (5)	A (4-5)	A (5)	A (5-21)	A (5-21)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Liquids in Cans	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)	A (52)
Machinery, greased or oiled,																
without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat; fresh	A	A	A	A	A	A	A	A	A	N (38)	A (16)	A	A	H	A (16)	A (16)
Frozen	A	A	A	A	A	A	A	A	A	N (38)	A (16)	A	A	H	A (16)	A (16)
Milk, fresh	A	A (16)	A (54)	A	A	N	N	A	N	A (38)	A (16)	A	A	H	A (16)	A (16)
Perishables not in leakproof containers where time is principal factor in shipment	A	N	N	A	N	A	N	A	N	A (38)	A (16)	A	A	H	A (16)	A (16)
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, Ceramic and/or porcelain	A	N	A	N	A	N	N	A	N	A	A	A	A	A	N	N
Vegetables; fresh	A	A	A	A	A	A	A	A	A	N (38)	A	A	A	A	A (16)	A (16)
Frozen	A	A	A	A	A	A	A	A	A	N (38)	A	A	A	A	A (16)	A (16)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transit-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for purging action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small—16½ x 23½ x 27"; large—23½ x 37 x 39") subject to the following:
CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair aircraft only by advance arrangement.
NA: will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.
UA: will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and pouls are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. This reference not used.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or seawater ice) in puncture-proof containers with supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed).
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammies, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 28 inches in width.
22. Only human remains shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60").
23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.
- EXCEPTION:** One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.
25. Not accepted on DC-6B and DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6B Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom, a 1" by 1" slot to allow sufficient circulation of air in and around the containers.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:
 Freighter aircraft —No limitation
 DC-3 aircraft —Up to 60 inches
 Viscount aircraft —Up to 56 inches
 North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with water-tight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels are stocked in two sizes at all air-freight stations for direct sale to customers shipping pets via American Airlines. Kennel charge must be paid for at point of origin. Kennel No. 1. 23" x 16" x 18" high. Cost \$9.50. For pets up to 15 inches high at the shoulder and weighing no more than 30 pounds.
 Kennel No. 2. 36" x 23" x 26" high. Cost \$14.00. For pets up to 25 inches high at the shoulder and weighing no more than 75 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.

ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights (indicated by **P** offering maximum allocated freight capacity. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AAXICO AIRLINES (AX)

121 Ex ⑥⑦	123 Ex ⑦①	C-46	122 Ex ⑥⑦	120 Ex ⑥⑦
		Read Down	Read Up	
2359	0430	Lv N. Y. (IDL) Ar	0255	0559
		Ar PHILA.....Lv		
		Lv PHILA.....Ar		
		Ar BALTIMORE.....Lv		
		Lv BALTIMORE.....Ar		
	0430	Ar ATLANTA.....Lv	2230	0149
0525		Lv ATLANTA.....Ar		0040
f		Ar BIRMINGHAM.....Lv		f
f		Lv BIRMINGHAM.....Ar		f
0659		Ar NEW ORLEANS.		2130

f - FLAG STOP will be made as indicated for 5,000 pounds or more on request.

AER LINGUS (ALT)

82MO ⑥	830 ⑤	850 ①④	860 ②	842 ④	820 ②④ ⑥	800 ①③ ⑤	DC-3	801 ①③ ⑤	821 ②④ ⑥	843 ④	861 ②	851 ①④	831 ⑤	821M ⑥
							Read Down	Read Up						
2020	1215	0845	0845	1520	1030	1030	Lv DUBLIN.....Ar	1640	1435	2000	1300	1320	1645	2345
	2135				1145	1240	Ar LONDON.....Lv	1425	1315					2225
				1655			Lv LONDON.....Ar							
			1020				Lv MANCHESTER.....Ar							
		1020					Ar BIRMINGHAM.....Lv							
							Lv BIRMINGHAM.....Ar							
							Ar CARDIFF.....Lv							
							Lv CARDIFF.....Ar							
							Ar LULSGATE.....Lv							
							Lv LULSGATE.....Ar							
							Ar RENFREW.....Lv							

AEROFLOT (AFL)

125 X	IL-12	126
	Read Down	Read Up
0740	Lv MOSCOW, Vnukovo.....Ar	
1020	Ar KIEV.....Lv	
1110	Lv KIEV.....Ar	
1240	Ar ODESSA.....Lv	
1330	Lv ODESSA.....Ar	
1400	Ar BUCHAREST, Baneasa.....Lv	
1445	Lv BUCHAREST, Baneasa.....Ar	
1600	Ar SOFIA, Vrajdebn.....Lv	

AEROVIAS VENEZOLANAS (AVENSA)

583 X	582 X	618 ③	C-46	584 X	581 X	617 ④
			Read Down	Read Up		
0530	0500	1200	Lv MAIQUETIA.....Ar	0915	1100	1515
0630			Ar BARCELONA.....			
0645			Lv BARCELONA.....			
0705			Ar CUMANA.....			
0720			Lv CUMANA.....			
0740			Ar PORLAMAR.....	Lv	0800	
		0700	CORO.....	Lv	0905	
		1830	CORO.....	Ar	0850	
			LAS PIEDRAS.....	Lv	0830	
			LAS PIEDRAS.....	Ar	0815	
			Ar MARACAIBO.....	Lv	0720	
			KINGSTON.....	Lv	1030	
			KINGSTON.....	Ar	1000	
			Ar MIAMI.....	Lv	0700	

ALL NIPPON AIRWAYS

68 X	18 Ex①	Read Down	Read Up	17 Ex①	67 Ex①
2130		Lv FUKUOKA.....			
2340		Ar OSAKA.....	Ar	0300	0550
	0010	Lv OSAKA.....	Lv		
	0230	Ar TOKYO.....		0030	0330
		Lv TOKYO.....			

AEROLINEAS ARGENTINAS (ARG)

692 ① ③⑥	620 ② ⑤⑦	C-47	621 ① ④⑥	693 ① ③⑥
		Read Down	Read Up	
0900		Lv BUENOS AIRES.....	Ar	0130
1120		Ar BAHIA BLANCA.....	Lv	2310
1135		Lv BAHIA BLANCA.....	Ar	2255
1420		Ar TRELEW.....	Lv	2025
1435		Lv TRELEW.....	Ar	2010
1605		Ar COMODORO RIVADAVIA.....	Lv	1845
1635		Lv COMODORO RIVADAVIA.....	Ar	1830
1745		Ar PUERTO DESEADO.....	Lv	1720
1800		Lv PUERTO DESEADO.....	Ar	1705
1905		Ar SAN JULIAN.....	Lv	1610
1920		Lv SAN JULIAN.....	Ar	1550
1950		Ar SANTA CRUZ.....	Lv	1520
2005		Lv SANTA CRUZ.....	Ar	1505
2055		Ar RIO GALLEGOS.....	Lv	1415
0830		Lv RIO GALLEGOS.....	Ar	1330
0940		Ar RIO GRANDE.....	Lv	1220
0955		Lv RIO GRANDE.....	Ar	1205
1045		Ar USHUAIA.....	Lv	1115

AIR FRANCE (AF)

5610 ②	1185 ④⑥	899 ⑧⑨	DC-3	898 DC-3 Ex.⑥	5611 DC-4 ③
			Read Down	Read Up	
			0340	Lv LONDON Airport Central.....Ar	0030
			0200	Ar PARIS, Orly.....Lv	2340
	0150		Lv PARIS, Orly.....	Ar	
	0430		Ar MARSEILLE, Marignane.....	Lv	
1500			Lv DOUALA.....	Ar	
			Ar YAOUNDE.....	Lv	
			Ar N'GAOUNDERE.....	--	
1710					

AIR JORDAN (AJ)

901 ⑤	C-46	900 ⑤
	Read Down	Read Up
0300	Lv AMMAN.....	Ar 1300
0930	Ar BEIRUT.....	Lv 1130

AVIATECA (GU)

① ③⑤	③⑥	Read Down	Read Up	②⑤	① ③⑤
0830	0600	Lv NEW ORLEANS.....Ar		1400	
1400	1020	Lv MIAMI.....Ar	1820		↑
		Ar GUATEMALA.....Lv	1220	0830	

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 DC-6A	853 DC-6	807 DC-6ADC	801 6ADC	803 6ADC	855 6ADC	855 6ADC	805 6A	DC-6	Read Down	DC-6A	816 DC-6ADC	802 6ADC	802 6ADC	804 6ADC	806 6ADC	806 6ADC	812 6ADC	810 6ADC	856 6A	894 DC-6	
⑥ 7①	XEx. 7①	XEx. 6⑦	XEx. 6⑦	XEx. 6⑦	⑤ 5⑥	XEx. 7⑥	XEx. 7⑥	Read Up	Read Up	④ 5⑥	④ 6⑦	④ 6⑦	④ 6⑦	④ 6⑦	④ 6⑦	④ 6⑦	④ 6⑦	XEx. 7①	XEx. 7①	④ 6⑦	④ 7①
2200				2245 0030	2345				Lv BOSTON.....Ar	1118											
2315 0045	0130			0040 0211 0310	2345	2245	2245	2215	Ar HARTFORD.....Lv	1005	1333	1853	1643	2100	2243	2243	1907				
0323 0450			0317 0425	0400 0425	0255 0310	0123 0255	0123 0310	0045	Ar NEW YORK (LGA).....Ar	0855	1220	1740	1515	2205	2020	2205					
0505 0635	0400	0630	0555		0450 0450	0450	0450	0205	Ar NEW YORK (EWR).....Ar		1106	1637	1418	2109	1939	2109					
1015 1155			0455 0615	0615	1135 1255 1425 1723	0830	0830		Ar PHILADELPHIA.....Ar		0715	1315	1217	2030	1900	2030					
1525 1655 1833			1255 1240 1418	1125 0945		0735 0835 1013			Ar BALTIMORE.....Ar		0615	1015	1742	1742	1742	1742					
									Ar WASHINGTON.....Ar		0640	1220	1637	1515	1500	1411					
									Ar WASHINGTON.....Ar		0536	1106	1637	1418	1500	1411					
									Ar BUFFALO.....Ar		0325	1000	1245	1245	1245	1245					
									Ar BUFFALO.....Ar		0150	0705	1245	1245	1245	1245					
									Ar CINCINNATI.....Ar		0425	0825	0825	0820	0820	0820					
									Ar CINCINNATI.....Ar		0305	0305	0655	0655	0655	0655					
									Ar NASHVILLE.....Ar		2230	0005	0005	0005	0005	0005					
									Ar MEMPHIS.....Ar												
									Ar DETROIT.....Ar												
									Ar DETROIT.....Ar												
									Ar CHICAGO.....Ar												
									Ar CHICAGO.....Ar												
									Ar ST. LOUIS.....Ar												
									Ar ST. LOUIS.....Ar												
									Ar DALLAS.....Ar												
									Ar DALLAS.....Ar												
									Ar SAN ANTONIO.....Ar												
									Ar SAN ANTONIO.....Ar												
									Ar MEXICO CITY.....Ar												
									Ar LOS ANGELES.....Ar												
									Ar LOS ANGELES.....Ar												
									Ar SAN FRANCISCO.....Ar												

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 170 ① ②③ ④⑤	337 170	335 DC-4	331 170	353 170	357 170	351 170	347 170	345 DC-4	385 DC-3	388 DC-3	DC-3; Bristol	DC-4; 170	387 DC-3	386 DC-4	346 DC-4	348 DC-4	352 170	358 170	354 170	332 170	336 DC-4	338 170	368 ① ②③ ④⑤
Read Down	Read Up	Read Down	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up	Read Up				
									0120	0040	Lv SYDNEY.....Ar	2250	2330										
									0400	0355	Ar BRISBANE.....Lv	1930	2100										
0515 0705 0835	1700 0915 1935	0915 0545 1125	0545 2045 0820	2045 1500 2250	1500 1300 1705	1300 0500 1505	0500 0645 0705	0500	0120	0040	Ar MELBOURNE.....Lv	1030	1045	1845	2045	0230	1235	1540	2350	1120			
									0400	0400	Ar LAUNCESTON.....Lv	0845	0835	1635	1835	0020	0950	1325	2105			0935	
										Ar HOBART.....Lv													
										Ar DEVONPORT.....Lv													
										Ar DEVONPORT.....Lv													
										Ar WYNARD.....Lv													

ASA INTERNATIONAL AIRLINES

661 DC-4 ①③	771 DC-4 ②④	671 DC-4 ⑤	881 C-46 ①	831 C-46 ③	C-46	DC-4	662 DC-4 ①③	772 DC-4 ②④	672 DC-4 ⑤	882 DC-4 ③	832 C-46 ⑤	Read Down	Read Up
0315	0315	0315	1800	2100	Lv TAMPA/ST. PETERSBURG.....Ar	1815	1815	1945	1400	1530			
					Ar SAN SALVADOR.....Lv					1000			
					Ar SAN SALVADOR.....Ar	1200				0905			
					Ar GUATEMALA CITY.....Lv	1200							
					Ar GUATEMALA CITY.....Ar								
					Ar PANAMA.....Lv					0500			
					Ar PANAMA.....Ar	0700					1500		
					Ar BOGOTA.....Lv	1000					1200		

BRANIFF AIRWAYS (BN)

851 A ② ③④ ⑤⑥	C-46	850 B ① ②③ ④⑤
Read Down	Read Up	Read Up
0400	Lv CHICAGO (MDW).....Ar	0159
0605	Ar KANSAS CITY.....Lv	2359
0635	Lv KANSAS CITY.....Ar	2330
0748	Ar WICHITA.....Lv	2220
0820	Lv WICHITA.....Ar	2155
f	-- OKLAHOMA CITY.....--	--
1021	Ar DALLAS.....Lv	2000

6 894
6-6 DC-6
X
⑦ ①

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

V-Vickers Viscount; L-Leopard Freighter;										
02	36	16	02	08	06	21	21	Read Down	Read Up	
1 2 3 4 5 6 7	V	V	L	V	L	V	V	② ③ ④ ⑤ ⑥ ⑦	② ③ ④ ⑤ ⑥ ⑦	
2330	0130	0100	0030	2245	0200	0001	0110	Lv LONDON.....	Ar 0450	0550
					0210	0320		Ar PARIS.....	Ar 0440	0540
					0730	0830		Ar NICE.....		*
					1035			Lv NICE.....		*
								Ar MILAN.....	1235	1235
								Ar ROME.....	0810	0445
								Ar AMSTERDAM.....	0400	
								Ar COPENHAGEN.....	0545	
								Ar BRUSSELS.....	0530	

If call is made at Nice (Ar 1515, Lv 1615) arrival at London will be 2015.

LONDON-DUSSELDORF-STUTTGART-FRANKFURT (BEA)

29	25	27	L	L	L	L	28	30	26	L
200			②	③ ⑤	⑤		⑥	⑤ ⑦	④ ⑥	
							Read Down	Read Up		
							⑥	⑤ ⑦	④ ⑥	
2205	2205	2300	Lv LONDON.....	Ar 0730	0750	0900				
0455		0230	Ar DUSSELDORF.....	Ar 0555	0615	0725				
0625			-- DUSSELDORF.....	Ar 0445	0555					
0510			Ar STUTTGART.....	Ar 0405						
0250			Ar FRANKFURT.....	Ar 0330						
0345										
0000										
0055										

Arrives Dusseldorf via Frankfurt, Flt. 30.

CANADIAN PACIFIC AIR LINES (CPA)

55	55	C-46
④	⑤	Read Down
0800	0800	Lv EDMONTON, Municipal.....
0930	0930	Ar FORT McMURRAY.....
0945	0945	Lv FORT McMURRAY.....
↓	1115	Ar URANIUM CITY.....
1115		Ar FORT SMITH.....
1135		Lv FORT SMITH.....
1250		Ar YELLOWKNIFE.....

BRITISH OVERSEAS AIRWAY (BA), QANTAS EMPIRE (EM)

EM 562	EM 592	BA 776	H-Hermes	C-54	BA 777	EM 591	EM 561	DC-4	DC-4	D-2
DC-4	DC-4	H	Read Down	Read Up	H	777	591	DC-4	DC-4	D-2
A-3	B-3	⑥			⑥					
			1300	Lv LONDON, Airport North Ar 1930						
			1630	Ar FRANKFURT.....	Ar 1810					
			70845	Ar BEIRUT.....	Ar 04005					
			1025	Ar DAMASCUS, Mezze.....	Ar 2245					
			1845	Ar BAHRAIN, Muharraq.....	Ar 1830					
			11430	Ar KARACHI, Civil.....	Ar 1210					
			1925	Ar DELHI, Palam.....	Ar 07304					
			20025	Ar CALCUTTA, Dum Dum.....	Ar 1610					
			0825	Ar BANGKOK, Don Muang....	Ar 1130					
			1430	Ar SINGAPORE.....	Ar 06303					
			0730	Lv SINGAPORE.....	Ar 1345	1130				
			↓	1030	Ar DJAKARTA, Kemajoran....	Ar 1045	↑			
			2000	Ar DARWIN.....	Ar 0330203302					
			4080041000	Ar SYDNEY.....	Ar 1700117001					

A - Alternate Wed.
B - Alternate Wed.
C - Alternate Mon.
D - Alternate Mon.



SEND IT BY CAPITAL VISCOUNT



NOW! ALSO SERVING FLORIDA!

SOUTHBOUND NORTHBOUND

821	822	828	Read Down	Read Up	819	824	822
22 00	22 00	22 25	Lv ROCHESTER (EST) Ar 06 04				
		22 45	Ar BUFFALO (EST) Ar 06 24	05 54			
		23 05	Ar GRAND RAPIDS (EST) Ar 06 24				
		23 25	Ar FLINT (EST) Ar 06 24				
		23 45	Ar CLEVELAND (EST) Ar 06 24				
		23 45	Ar PITTSBURGH (EST) Ar 04 25	04 55			
		23 45	Ar TAMPA (EST) Ar 04 47	04 16			
		23 45	Ar MIAMI (EST) Ar 00 01	00 30	05 03		
03 03	03 40	03 48					

821	875	823	821	Read Down	Read Up	820	830	840	822	874
22 30	23 40	Lv NEW YORK, LaGuardia... (EST) Ar	05 53	To Cleveland, Detroit		02 50	02 25			
		Ar NEW YORK, Newark... (EST) Ar	05 39		01 55					
		Ar PHILADELPHIA... (EST) Ar	05 10							
		Ar WASHINGTON... (EST) Ar	04 46							
		Ar WASHINGTON... (EST) Ar	04 10							
		Ar PITTSBURGH... (EST) Ar	03 49							
		Ar ATLANTA... (EST) Ar	01 50	02 10						
		Ar ATLANTA... (EST) Ar	01 08	01 12						
		Ar BIRMINGHAM... (CST) Ar	23 30	23 01						
		Ar MOBILE... (CST) Ar		22 45						
03 53	03 16	Ar NEW ORLEANS... (CST) Ar	04 01							

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

C-47												630C	630C	620C	200C	640C
641C	201C	215C	621C	631C	641C	Read Down		Read Up	④⑥	①⑤	②	②③	④	⑤		
0700	0700	0730	0600	0600		Lv MEXICO, D.F.		Ar		1345	1645	1855	1640			
0840	0840		0740	0740		Ar VERACRUZ		Lv		1200	1130	1715	1500			
0930	0930		0830	0830		Lv VERACRUZ		Ar				1645	1400			
1030	1030		0930	0930		Ar MINATITLAN		Lv								
1100	1100		1000	1000		Lv MINATITLAN		Ar								
						Ar OAXACA		Lv								
						Lv OAXACA		Ar								
						Ar IXTEPEC		Lv								
						Lv IXTEPEC		Ar								
						Ar TUXTLA		Lv								
						Lv TUXTLA		Ar								
						Ar VILLAHERMOSA		Lv								
						Lv VILLAHERMOSA		Ar								
						Ar TAPACHULA		Lv								
						Ar C. DEL CARMEN		Ar								
						Lv C. DEL CARMEN		Ar								
						Ar CAMPECHE		Lv								
						Lv CAMPECHE		Ar								
						Ar CHETUMAL		Lv								
						1350		1715								
						1505		1600								

C-47												411C	931C	921C	921C	921C
920C	920C	930C	410C	Read Down	C-82	Read Up	④⑥	①	③	⑥	⑤	C82	C82	C82	C82	C82
0700	0700	0700		Lv MEXICO, D.F.		Ar		1415				1500	1400			
0900	0920	0920		Ar GUADALAJARA		Lv		1215				1300	1200			
0930	1000	1000		Lv GUADALAJARA		Ar		1140				1130				
				0700 Lv MASCOTA		Lv										
				0750 Ar MASCOTA		Ar										
				0810 Lv TALPA		Lv										
				0830 Ar TALPA		Ar										
				0850 Lv TALPA		Lv										
				0920 Ar PUERTO VALLARTA		Ar		1030								
				1010 1055 1055		Lv										
				1040 1120 1120		Ar		0900								
				1345 1430 1430		Lv		0835								
				1415 1455 1455		Ar		0530								
				1520 1615 1615		Lv		0530								
				1605 1640 1640		Ar		0530								
				1650 1720 1720		Lv		0530								
				Ar TIJUANA		Ar		1830								

DELTA AIRLINES (DL)

Super D-46R												28X	24X	26X	22X	
27X	29X	25X	25X	Read Down	Read Up	④⑥	①②	③	④⑥	①②	③	④⑥	①②	③	④⑥	
				Lv NEWARK	Ar	1849							1008			
				Ar PHILADELPHIA	Lv	f							0936			
				Lv PHILADELPHIA	Ar	f							0856			
				-- BALTIMORE	--	--										
				-- WASHINGTON	--	f										
				Ar CHICAGO (Midway)	Lv								0226			
				Ar CINCINNATI	Lv											
				Lv CINCINNATI	Ar											
				LEXINGTON												
				KNOXVILLE												
				Ar CHARLOTTE	Lv	f										
				Lv CHARLOTTE	Ar											
				GREENVILLE*												
				CHATTANOOGA												
				Ar ATLANTA	Lv	1509		0010					0523			
				Lv ATLANTA	Ar	1409		1655					0423			
				Ar BIRMINGHAM	Lv	1222		f					0236			
				Lv BIRMINGHAM	Ar	1147							0156			
				JACKSON												
				Ar NEW ORLEANS	Lv	f		1343								
				Lv NEW ORLEANS	Ar	1243										
				BATON ROUGE		f										
				ALEXANDRIA		f										
				Ar HOUSTON	Lv	f										
				Lv HOUSTON	Ar											
				Ar DALLAS	Lv	0900		1030								
				MACON												
				SAVANNAH												
				Ar JACKSONVILLE	Lv								2130			
				Lv JACKSONVILLE	Ar								2050			
				Ar MIAMI	Lv								1900			

FS - Flag-Stop for 2,000 lbs. minimum.

*Minimum requirement at Greenville 2,500 lbs.

EASTERN AIR LINE, INC. (EA)

Lockheed Constellation Speedpack												450	854	200	522	552	324	516	552
357	541	517	2③④ ⑤⑥	449	533	323	533	523	Read Down	Read Up	④⑥	④⑥	④⑥	④⑥	④⑥	④⑥	④⑥	④⑥	④⑥
0045	2355	0725		2345	2200				Lv NEW YORK (LGA)	Ar	0510					0700	2202		
	0410	1218			0206				Lv NEWARK	Lv	0520					1740	1730	2202	
									Lv ATLANTA	Ar						1139	1139		
									Ar NEW ORLEANS	Lv						0600	0600		
									Ar MOBILE	Lv									
									Ar MIAMI	Lv									
									Ar ST. LOUIS	Lv									

In addition to the above schedules special Speedpacks may be operated between other points upon request when a volume of freight warrants such service. Traffic must be received two hours prior to scheduled departure time for routing on Speedpack equipment.

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

FLYING TIGER LINE (FT)

HUNTING-CLAN AIR TRANSPORT (HCA)

ALL TIMES LOCAL

127A ④	121A ⑦	129A ⑦	DC-3 Read Down Read Up ③	130A ③	122A ③	128A ⑥
0920	0725	0725	Lv LONDON . . . Ar	1335	2030	0855
	1005	1005	Ar FRANKFURT . Lv		1930	
	1120	1120	Lv FRANKFURT . Ar		1815	
1520	1520	1520	Ar MALTA . . . Lv	0910	1355	0430
1635	1635	1635	Lv MALTA . . . Ar	0755	1240	0315
⑤	①	①				
0015	0015	0015	Ar KHARTOUM . Lv	0150	0635	2110
0130	0130	0130	Lv KHARTOUM . Ar	0035	0520	1955
0600	0600	0600	Ar ADEN . . . Lv			
0900	0900	0900	Lv ADEN . . . Ar			
1320	1320	1320	Ar NAIROBI . . Lv	2100	0145	1620
					②	
1620	1620	1620	Lv NAIROBI . . Ar	1800	2245	
2020	2020	95	Ar SALISBURY . Lv	1200	1645	
		①		96	②	
2135	2230	2230	Lv SALISBURY . Ar	0800	1530	
②	②	②				
0005	0215	0215	Ar JOHANNESBURG	0415	1200	

IRAN AIR (IRA)

267 ①	Read Down	DC-4	Read Up	266 ②
0001	Lv TEHERAN.....		Ar	2350
0405	Ar ANKARA.....		Lv	1715
0600	Lv ANKARA.....		Ar	1545
1415	Ar FRANKFURT.....		Lv	0530

INDIAN AIRLINES (IAC)

KLM ROYAL DUTCH AIRLINES (KL)

X-Operates once every two weeks.

LANICA AIRLINES (NI)

401 C-46	403 C-46	411 Y	C-46 Y-Viscount	410 Y	402 C-46	404 C-46	
②	⑤	③⑤	Read Down	Read Up	④⑥	①	④
0500	0500	0700	Ly MIAMI.....Ar	1945	1130	1130	
0915	0915	1000	Ar MANAGUA.....Lv	1445	0500	0500	
		1045	Lv MANAGUA.....Ar	1400			
		1600	Ar GUAYAQUIL.....Lv	1050			
		1645	Lv GUAYAQUIL.....Ar	1005			
		1955	Ar LIMA.....Lv	0700			

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

LINEAS AEREAS COSTARRICENSES (LACSA)

C-46		616
615	① ④⑥ Read Down	616
④⑥	Read Up	③ ⑤⑦
0600	Lv MIAMI, Int'l.....Ar	1430
0810	Ar GRAND CAYMAN.....Lv	
0900	Lv GRAND CAYMAN.....Ar	
1130	Ar SAN JOSE (Costa Rica) El Coco.....Lv	0700

LINEA AEROPOSTAL VENEZOLANA (LV)

C-46		263
262	④⑥ Read Down	263
④⑥	Read Up	④⑥
0600	Lv CARACAS, Maiquetia Ar	1500
	Ar KINGSTON, Palisadoes Lv	x1115
	Lv Kingston, Palisadoes Ar	x1015
1300	Ar MIAMI, International Lv	0700

LINJEFILY (AB)

DC-3; L-Lockheed Lodestar	074	074	080	080	065	065	065	069	069	047	047	047	043	043	043	045	045	045	061	061	
	DC-3	DC-3	L	L	DC-3	DC-3	DC-3	DC-3	DC-3	L	L	L	DC-3								
	X	X	Ex ⑥	⑥	X	Ex ⑥	⑥	X	Ex ⑥	⑥	⑦	⑦	X	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	
Read Down																					
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130	0945	
SUNDSVALL/HARNOSAND.....Ar	1310	1115	1335	1145	1310	1110	1255														
NORDMALING.....Ar																					
JONKOPING.....Ar																					
VAXJO.....Ar																					
VAXJO.....Lv																					
RONNEBY.....Ar																					
RINKABY.....Ar																					
RINKABY.....Lv																					
MALMO.....Ar																					
LIDKOPING.....Ar																					
LIDKOPING.....Lv																					
GOTHENBURG.....Ar																					
KARLSTAD.....Ar																					
HULTSFRED.....Ar																					

MIDDLE EAST AIRLINES (MEA)

	616	618	Avro York		615	617	
	②	⑤	Read Down	Read Up	①	④	
			0330	0600	Lv LONDON.....Ar	0850	1100
			0720		Lv BASLE.....Lv	0905	
			0820		Ar MILAN.....--	0800	
				1045	Ar MILAN.....--	--	
				1145	Ar ROMA.....Lv	0430	0445
				1130	Lv ROME.....Ar	0330	0330
				1235	Ar ATHENS.....--	--	
				1725	1725	⑦	③
				1825	Ar ATHENS.....Lv	2100	2100
				2215	Ar BEIRUT.....Lv		
	720	773	770	726	Read Down	727	771
	③	⑦	⑥	③	Read Up	777	721
0200	0100	0200	0500	0910	Lv BEIRUT.....Lv	1830	1600
			0910	1030	Ar BAGHDAD.....Lv	1820	1210
				1030	Lv BAGHDAD.....Ar	1055	0845
				0730	Ar KUWAIT.....Lv	1230	1400
				0845	Lv DO HA.....--	1455	1345
				0820	Ar DO HA.....--		
				0940	Ar BAHRAIN.....Lv		
				1030	Lv TEHERAN.....Lv		
				1145			
				1230			
				1115			
				1340			

LUFTHANSA GERMAN AIRLINES

036	034	032	Germany-England	H037
①	②④	③⑤	Viking	②③④
			Read Down	Read Up
2200	2100	2315	Lv FRANKFURT.....Ar	0800
2150			Ar STUTTGART.....Lv	
2230			Lv STUTTGART.....Ar	↑
2255			Ar DUSSELDORF.....Lv	0700
2345			Lv DUSSELDORF.....Ar	0610
0055	0055	0055	Ar LONDON.....Lv	0305

MACROBERTSON MILLER AIRLINES (MMA)

722	722	722L	DC-3	721	721L
④	④	⑥	Read Down	Read Up	⑦
					⑤
0515	0515	0515	Lv PERTH.....Ar	1330	1505
0700	0700	0700	Ar GERALDTON.....--		
0720	0720	0720	Lv GERALDTON.....--		
0915	0915	0915	Ar CARNARVON.....--		
0935	0935	0935	Lv CARNARVON.....--		
1140	1140	1140	Lv ONSLOW.....--		
1215			Lv MARDIE.....--		
			MEEKATHARRA.....Lv		
			MEEKATHARRA.....Ar		
1305	1315	1305	Lv ROEBOURNE.....--		
1355	1405	1355	Ar PORT HEDLAND.....Lv	0905	
1425	1435	1425	Lv PORT HEDLAND.....Ar	0845	
1600	1610		Lv ANNA PLAINS.....--		
1715	1715	1640	Lv BROOME.....--		
1800	1810	1735	Ar DERBY.....Lv	0615	0605

MALAYAN AIRWAYS (MAL)

122	106	DC-3	119
	X	Read Down	Read Up
0425	0455	Lv SINGAPORE.....Ar	0330
0600		Ar KUALA LUMPUR.....Lv	0200
0700	0730	Ar IPOH.....--	
0810	Lv IPOH.....--		
	Ar PENANG.....--		

NORTHWEST AIRLINES (NW)

	524	526	528	580	DC-6 Combination	581	527	525	523
	①②	①②	①②	①②		①②	①②	①②	①②
	③④	③④	③④	③④		③④	③④	③④	③④
	⑤⑥	⑤⑥	⑤⑥	⑤⑥		⑤⑥	⑤⑥	⑤⑥	⑤⑥
	⑦	⑦	⑤⑦	⑤⑥		⑤⑥	⑤⑦	⑤⑦	⑤⑦
					0730	Lv ANCHORAGE.....Ar	0455		
					1500	Lv SEATTLE.....Ar	0115		
						Ar PORTLAND.....Lv			2211
						Ar PORTLAND.....Ar			2125
						Lv PORTLAND.....Ar			2102
						Ar BILLINGS.....Lv			1900
						Lv BILLINGS.....Ar			1828
						Ar MINNEAPOLIS.....Lv			1605
						Lv MINNEAPOLIS.....Ar			
						Ar MADISON.....Ar			1650
						Lv MADISON.....Ar			1631
						Ar MILWAUKEE.....Lv			0340 1555
						Lv MILWAUKEE.....Ar			0309 1534
						Ar DETROIT (RML).....Lv			0250 1515
						Lv DETROIT (RML).....Ar			0220 1450
						Ar NEW YORK (IDL).....Lv			2345 1215

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

PACIFIC NORTHERN AIRLINES (PN)

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

160	DC-6A		161	161
Ex ①	Read Down	Read Up	Ex ②	Ex ③
0300	Lv NEW YORK (IDL) . . . Ar		1055	1110
0845	Ar GANDER Lv		0715	0730
0930	Lv GANDER Ar		0630	0645
2000	Ar SHANNON Lv		0045	0100
			Ex ⑥ ②	
2045	Lv SHANNON Ar		2359	0015
2235	Ar LONDON Lv		2200	2215
Ex ②				⑥
0030	Lv LONDON Ar		2005	2015
	Ar AMSTERDAM Lv		1940	1950
	Lv AMSTERDAM Ar		1855	1905
	Ar DUSSELDORF Lv			1810
	Lv DUSSELDORF Ar			1725
↓				
0400	Ar FRANKFURT Lv		1730	1630

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive	Eastbound	Depart	Westbound	Minimum
	Daily	Except Tu	Daily	Except Tu	Transatlantic
STUTTGART	6 15		14 45		500 kg
MUNICH	6 40		14 15		900 kg
VIENNA	7 30		13 25		1700 kg
BERLIN	7 00		14 00		1200 kg

PAN AMERICAN GRACE
AIRWAYS (PANAGRA)

393 ⑦	C-54	392 ⑥
1200	Lv MIAMI PAA.....Ar	1505
1735	Ar PANAMA.....Lv	930
①	PANAGRA	⑤
930	Lv PANAMA.....Ar	1645
F	Ar CALI.....Ar	F
F	Ar QUITO.....Ar	F
F	Ar GUAYAQUIL.....Ar	F
F	Ar TALAR.....Ar	F
1640	Ar LIMA.....Lv	930
③		
500	Lv LIMA.....Ar	
900	Ar ARICA.....Ar	
F	Ar LA PAZ.....Ar	
1115	Ar COCHABAMBA.....Lv	

PAA-U.S.A.-LATIN AMERICA

Mr. 307 will make flagstops at St. Croix, Antigua and Barbados.

307 will make flagstops at St. Croix,
353 will make flagstop at Montego Bay.

Flt 308 will make flagstops at St. Croix, Antigua and Barbados.

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

(PAA)

RIDDLE AIRLINES (RD)

RUTAS AEREAS NACIONALES (RANSÁ)

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SABENA BELGIAN AIRLINES (SAB)

247 C-47 ③ ⑦	104 C-47 ②	205 C-47 ③ ④	149 DC-6A ④ ⑤	DC-6A	C-47	206 C-47 ③	206 C-47 ④ ⑤	150 DC-6A ⑤	103 C-47 ②	248 C-47 ③ ⑤ ⑦
				Read Down	Read Up					
0655	0145	2200	2230	Lv BRUSSELS.....	Ar	0420	0520	1810	0445	2020
		2255	↓	Ar LONDON.....	Lv	0130	0230	↑		
	0250		2330	Lv LONDON.....	Ar			1530	0345	
1210				Ar MANCHESTER.....	Lv					1555x
				Ar AMSTERDAM.....	Lv					1505x
				Ar NICE.....	Lv					1345
				Lv NICE.....	Ar					
				Ar MILAN.....	Lv					

x Optional Landing

No Local Traffic Between Kuwait and Doha and Between Kuwait and

No Local Traffic Between Dhahran and Doba and Between Doba and

No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain

No Local Traffic Between Kuwait and Bahrain in Either Direction.

121	DC-6A	122	
⑤	Read Down	Read Up	④
1100	Lv BRUSSELS.....	.Ar	0910
1900	Ar TRIPOLI.....	.Lv	0240
1945	Lv TRIPOLI.....	.Ar	0140
0210	Ar KANO.....	.Lv	
0255	Lv KANO.....	.Ar	
↓	Ar FORT LAMY		
0920	Ar STANLEYVILLE.....	.Lv	
	Ar LEOPOLDVILLE.....	.Lv	1200

279 DC-4 ③	295 C-47 ②	DC-4 Read Down	C-47 Read Up	294 C-47 ③	478 DC-4 ②
	1515 1545	Lv BUKAVU..... Ar USUMBURA.....	Ar..... Lv.....	1100 1030	
1000		Lv USUMBURA.....	Ar.....		1100
1230		Ar KAMINA.....	Lv.....		
1315		Lv KAMINA.....	Ar.....		
1415		Ar KOLWEZI.....	Lv.....		
1450		Lv KOLWEZI.....	Ar.....		
1545		Ar ELIZABETHVILLE.....	Lv.....		0800

484 DC-4 P (1)	464 DC-4 (5) A	DC-4 Read Down	C-47 Read Up	485 DC-4 (2)	464 C-47 (2)
	0600	Lv LEOPOLDVILLE	Ar		1730
	0880	Ar COQUILHATVILLE	Lv		1530
	0900	Lv COQUILHATVILLE	Ar		1500
		Ar BOENDE	Lv		
		Lv BOENDE	Ar		
		Ar LIBENGE	Lv		
		Lv LIBENGE	Ar		
1230					1315
1445		Ar STANLEYVILLE	Lv	1020	
1635		Ar BUNIA	Lv	0830	

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SAM AIRLINES

999 ⑤	888 ⑤	C-46	887 ③	998 ④
		Read Down	Read Up	
0300	Lv MIAMI.....	Ar		2000
0800	Ar SAN ANDRES.....	Lv		
0900	Lv SAN ANDRES.....	Ar		
1115	Ar CARTAGENA.....	Lv		
1200	Lv CARTAGENA.....	Ar	1445	
	1145			
	1215	Ar BARRANQUILLA.....	Lv	1415
		Lv BARRANQUILLA.....	Ar	1315
1350	801 ③	Ar MEDELLIN.....	Lv	1130
1450	0600	Lv MEDELLIN.....	Ar	1030
1550	0700	Ar BOGOTA.....	Lv	0930
1645	0800	Lv BOGOTA.....	Ar	0830
1800		Ar CALI.....	Lv	0715
	1200	Ar LETICIA.....	Lv	0600

SCANDINAVIAN AIRLINES (SAS)

006 ① ②③ ④⑤	DC-3 Read Down	005 ② ③④ Read Up
2350 Lv COPENHAGEN, Kastrup.....Ar		0625
0245 Ar AMSTERDAM, Schiphol.....Lv		0350

SEABOARD AND WESTERN (SBW)

*-Constellation.
○-DC-4
I-C-46

S-Flagstop
A-Flagstop at Wiesbaden on Monday.
F-Service to Chateauroux only to a

F-Service to Chateauroux only to accommodate military traffic

SWISSAIR (SR)

704 ①	791 ②	793 ⑤	DC-6A	792 ⑤	790 ⑦	705 ③ ④ ⑥
			Read Down		Read Up	
2200	2355	Lv NEW YORK	Ar 0850	2200		
		Ar MANCHESTER	Lv 2225	1135		
		Lv MANCHESTER	Ar 2135	1045		
		Ar BASLE	Lv 1950	0900		
1800		Lv BASLE	Ar 1920	0830		
	2115	Ar GENEVA	Lv ↑			
	2115	Lv GENEVA	Ar 1850	0800		
1900	2205	Ar ZURICH	Lv	2325		
		Lv ZURICH	Ar			
		Ar GENEVA	Lv	2235		
2310		Lv ZURICH	Ar			0715
2350		Ar BASLE / MULHOUSE	Lv			0640
0020		Lv BASLE / MULHOUSE	Ar			0610
0300		Ar AMSTERDAM	Lv			0340

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL (TACA)

801 ①③ ⑤	525 ② ④	801 ② ④	101 ② ④	101 ⑥	401 ⑥	DC-4	400	400	100	100	800 ②④ ⑤⑥	526 ① ③
0100						Read Down	Read Up	①	③	①	③	5
						0130 Lv NEW ORLEANS.....	Ar	2005	1410			1915
						Lv MEXICO CITY.....	Ar					1830
	0600	0400		0700		0600 Ar BELIZE.....	Lv		1010			1600
0630						0620 Lv BELIZE.....	Ar		0955			
0730						0745 Ar GUATEMALA CITY	Lv	1510	0830			1510
0815						1100 0825 Lv GUATEMALA CITY	Ar	1445	0815			1300
						1145 0910 Ar SAN SALVADOR	Lv	1400	0730			1145
						1215 1215 1000 Lv SAN SALVADOR.	Ar		1345			1100
						1310 1310 1055 Ar TEGUCIGALPA	Lv		1300			
						1335 1335 Lv TEGUCIGALPA	Ar		1240			
						1430 1430 Ar MANAGUA	Lv		1145			
						1455 1455 Lv MANAGUA	Ar		1130			
						1605 1605 Ar SAN JOSE	Lv		1020			

TRANS-AUSTRALIA AIRLINES (TAA)

TRANS WORLD AIRLINES (TW)

NEW YORK-SAN FRANCISCO

599 ② ③④ ⑤⑥	597 ② ③④ ⑤⑥	C-54	592 ① ②③ ④⑤
Read Down		Read Up	
0135	Lv NEW YORK (LGA) . . . . .	.Ar	2114
0226	Ar PHILADELPHIA . . . . .	.Ar	
0453	Lv PITTSBURGH	Lv	
0550	Ar PITTSBURGH . . . . .	.Ar	
	-- COLUMBUS	Lv	1735
	-- COLUMBUS . . . . .	.Ar	1655
	-- CHICAGO (MDW)	--	
0649	Ar INDIANAPOLIS	--	
0745	Lv INDIANAPOLIS	--	
0910	Ar ST. LOUIS	Lv	1440
1040	Lv ST. LOUIS . . . . .	.Ar	1344
2230	Ar KANSAS CITY	Lv	1120
0459	Ar LOS ANGELES	Lv	2359
0635	Lv LOS ANGELES . . . . .	.Ar	2236
0828	Ar SAN FRANCISCO	Lv	2030

4 Toronto to Montreal section ②④⑤ only

TRANS-CANADA (TCA)

909	North Star	910
①		①
②③		②③
④⑤	Read Down	Read Up
2100	Lv MONTREAL	Ar A1510
2255	Ar TORONTO	Lv A1330
2355	Lv TORONTO	Ar 1155
0350	Ar WINNIPEG	Lv 0650
0435	Lv WINNIPEG	Ar 0605
	-- CALGARY	Lv 0150
	-- CALGARY	Ar 0120
0730	Ar EDMONTON	-- ↑
0800	Lv EDMONTON	--
1015	Ar VANCOUVER	Lv 2200

NEW YORK-ROME

		1049H		981
970	④	Read Down	Read Up	⑤
1430		Lv NEW YORK.....	.Ar	1205
2010		Ar GANDER.....	.Lv	0830
2055		Lv GANDER.....	.Ar	0745
	↓	Ar SHANNON.....	.Lv	0240
		Lv SHANNON.....	.Ar	0140
0825		Ar LONDON.....	.Lv	
0910		Lv LONDON.....	.Ar	↑
	↓	Ar PARIS.....	.Lv	2355
		Lv PARIS.....	.Ar	2225
1210		Ar FRANKFURT.....	.Lv	
1340		Lv FRANKFURT.....	.Ar	↑
	↓	Ar GENEVA.....	.Lv	2100
		Lv GENEVA.....	.Ar	2000
		Ar MILAN.....	.Lv	1845
		Lv MILAN.....	.Ar	1745
1635		Ar ROME.....	.Lv	1600

TRANS CARIBBEAN AIRWAYS (TRC)

901 ⑥	C-54 Read Down	Read Up	900 ②
2300	Lv NEW YORK.....	Ar	0600
0800	Ar SAN JUAN.....	Lv	2300

G-41

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TRANSA-CHILE

Bi-weekly on				C-46			Bi-weekly on			
②	80	50A	50	Read Down	Read Up	⑥	②	③	⑥	②
1200	0700	0500	1400	Lv SANTIAGO.....Ar	2055	2155	1815	1255		
		0900	1800	Ar ANTOFAGASTA...Lv	1655	1755		0855		
		0945	1845	Ar ANTOFAGASTA...Ar	1610	1710		0810		
1810			1155	Ar ARICA.....Lv	1400	1500		0600		
1855			2055	Lv ARICA.....Ar				0450		
		1020		Ar BARILLOCHE...Lv			1455			
		1005		Lv BARILLOCHE....Ar			1410			
		1315		Ar COYHAIQUE (1)...Ar			1200			
		1400		Lv COYHAIQUE (1)...Ar			1115			
		1715		Ar PUNTA ARENAS...Lv			0800			
				Ar LIMA (f).....Lv			0115			
				Lv LIMA (f).....Ar			0030			
				Ar GUAYAQUIL (f)...Lv			2005			
				Lv GUAYAQUIL (f)...Ar			1920			
				Ar PANAMA.....Lv			1500			
				Lv PANAMA.....Ar			2145			
				Ar CARACAS.....Lv			1645			

(1) Technical Landing. Landing. 50A, 51A Optional Flight.

TURKISH AIRLINES (THY)

107	DC-3	108
0830	Read Down	Read Up
1005	Lv ANKARA, Esenboga....Ar	1050
	Ar ISTANBUL, Yesilkoy...Lv	0915

U.A.T. AEROMARITIME (AMA)

AMA	097	093	091	UT	*	DC-4	DC-6	* U1
098	CRG	CRG	CRG	953	DC-6	DC-4	DC-6	DC-4 DC-6
6	①	③	④	④	⑥	⑥	⑦	⑤
					1900	1610	Lv PARIS-LeBOURGET Ar	0040 080
					0100	0005	Ar TRIPOLI.....Lv	1850 ↑
					0200	0105	Lv TRIPOLI.....Ar	1750
					0630	0730	Ar FORT LAMY.....Lv	0930 220
					0545	0545	Lv FORT LAMY.....Ar	
					1400		Ar BRAZZAVILLE.....Lv	
					0745	0800	Lv BRAZZAVILLE....Ar	
					0935	0850	Ar N'GAOUNDERE....Lv	
					1015		Lv N'GAOUNDERE....Ar	
					1150	1150	Ar DOUALA.....Lv	
					1230	1230	Lv DOUALA.....Ar	
					1315	1315	Ar LIBREVILLE.....Lv	
					1635		Lv LIBREVILLE.....Ar	
							Ar PORT-GENTIL....Lv	
							Ar BANGUI.....Lv	

*Every other week.

UNITED AIRLINES (UA)

95 DC-6A #EX ⑥⑦	93 DC-6A #EX ⑥⑦	97 DC-6A #EX ⑥⑦	99 DC-6A #EX ⑥⑦	DC-6A; DC-6	Read Down	Read Up	92 DC-6A #EX ⑤⑥⑦	90 DC-6A #EX ⑥⑦	94 DC-6A #EX ⑥⑦	92 DC-6A #EX ⑥⑦	98 DC-6A #EX ⑥⑦	96 DC-6A #EX ⑦⑧
				Lv BOSTON.....Ar								0847
				Ar HARTFORD/SPRINGFIELD.....Lv								0805
				Lv HARTFORD/SPRINGFIELD.....Ar								0725 ↑
				Lv NEW YORK (LGA).....Ar								0445
				Ar NEW YORK (IDL).....Lv								0640
				Lv NEW YORK (IDL).....Ar								0540
				Lv NEWARK.....Ar			1600					1905
				Ar PHILADELPHIA.....Lv			1525					1830
				Lv PHILADELPHIA.....Ar			1433					1742
				Ar CLEVELAND.....Lv								1610
				Ar DETROIT.....Ar			1235					1527
				Lv DETROIT.....Ar			1135					1300
				Ar CHICAGO (MDW).....Lv			0925					2300
				Lv CHICAGO (MDW).....Ar			0725					0100
				Ar DENVER.....Ar			0945					0030
				Lv DENVER.....Ar			0750					2322
				Ar LOS ANGELES (BUR).....Ar			2330					
				Ar LOS ANGELES (BUR).....Lv			2209					
				Ar LOS ANGELES (LAX).....Ar			2145					
				Ar SAN FRANCISCO.....Ar			2245					
				Lv SAN FRANCISCO.....Ar			0240					
				Ar LOS ANGELES (LAX).....Lv			0110					
							0500					

VARIG (RG)

966	667	C-46	666	967
⑤	EX ①	Read Down	Read Up	⑥
0612				
	0300	Lv RIO DE JANEIRO.....Ar	0330	1540
	0430	Ar SAO PAULO.....Lv	0200	F
	0500	Lv SAO PAULO.....Ar	0130	F
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv	2230	1040
		-- VITORIA.....		1010
		-- BELMONTE.....		F
	1115	Ar SALVADOR, Ipatanga.....Lv		
	1145	Lv SALVADOR, Ipatanga.....Ar		
	F	-- ARACAJU, Municipal.....		
	F	-- PROPRIA.....		
	F	-- PENEDO.....		
	F	-- MACEIO, Tab. de Pinto.....		
	1520	Ar RECIFE, Iba. Guar.....Lv	0635	
	1540	Lv RECIFE, Iba. Guar.....Ar	0615	
	F	-- JOAO PESSOA, Santa Rita.....--	F	
	1655	Ar NATAL, Parnamirim.....Lv	0500	

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Erechim, Florianopolis, União Vitoria, Curitiba and all Varig stations along the Brazilian coast.

WHEELER AIRLINES

101 P ②⑤	DC-3	102 P ②⑤
0915	Read Down	Read Up
1225	Lv VAL D'OR.....Ar	1630
	Ar GREAT WHALE.....Lv	1320

		MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.											
		CARRIER											
DC-4	*	Boeing Stratocruiser	Boeing 707	Britannia	Canadair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-7	Fairchild F-27	Lockheed Constellation
(1)	0040	80	80	150	150	150	75	200	75	200	75	100	100
r	1850												
v	1750												
v	0930												
AA													
AL													
ASA													
AX													
BL													
BN													
BOAC	100	75	100	100	100	100	75	100	75	68	70	100	100
CA													
CO													
CN													
CU													
DL													
EA													
ELAL													
FL													
FTL													
JAL													
KLM													
LX													
LC													
MO													
NA													
NE													
NO													
NW	100												
NY													
OZ													
PC													
PAA	100	150											
PI													
RID													
SAB													
SAS													
SEW													
SO													
SR													
TACA													
TCA													
TRC													
TT													
TW													
UA													
WA													
WC													

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding	Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA.....	AA.....	001.....	American Airlines, Inc.	LAN.....	LA.....	045.....	Línea Aerea Nacional
AAJ.....	J.E.....	135.....	Arab Airways (Jerusalem) Ltd.	LA NICAR.....	NI.....	176.....	Líneas Aeras de Nicaragua, S.A.
ACA.....	AK.....	26F, 026-84, 151.....	Alaska Coastal Airlines	LAP.....			Leido Aereo Nacional, S.A.
ABR.....	AL.....	152.....	Empresa de Transportes Novo Brasil, S.A.	LAV.....	LV.....	046.....	Línea Aeropostal Venezolana
ADM.....	AD.....	163.....	Aero Airline Limited	LC.....	LC.....	020.....	Lake Central Airlines
AERONAVES.....	AM.....	134.....	Aeronaves de Mexico, S.A.	LH.....	LH.....	220.....	Deutsche Lufthansa Aktiengesellschaft
AET.....	IN.....	052.....	Aerolinea Ezeiza Tte.	LL.....	LL.....		(Icelandic Airlines) Loftleidir hf.
AF.....	AF.....	057.....	Air France	LIN.....	LF.....	247.....	Linjeflyg AB
AFL.....	SU.....		Aeroflot	LLC.....	CC.....	223.....	Lloyd Aereo Colombiano
AII.....	AI.....	098.....	Air-India International	LN.....	LN.....	067.....	Air Liban
AIRCEY.....	AE.....	104.....	Air Ceylon Limited	LOT.....	LO.....	080.....	Polish State Airlines LOT
AJ.....	AJ.....	148.....	Air Jordan	LX.....	LX.....	325.....	Los Angeles Airways, Inc.
AKK.....	KK.....	224.....	Air Kruise (Kem), Ltd.	MAL.....	ML.....	127.....	Malayan Airways, Ltd.
AL.....	AL.....	037.....	Allegheny Airlines, Inc.	MALEV.....	MA.....	182.....	Hungarian Air Transport - MALEV
ALG.....	AH.....	124.....	Air Algerie	MAR.....	MR.....	022.....	Maritime Central Airways
ALT.....	E.I.....	055.....	Aer Lingus Teoranta	MÉA.....	ME.....	076.....	Middle East Airlines Co.
ANA.....	AN.....	090.....	Ansett-Australian National	MK.....	MK.....	213.....	Mockey Airlines, Inc.
ANSETT.....	AP.....	152.....	Ansett Airways Pty, Ltd.	NN.....	NN.....	181.....	MacRobertson-Miller Airlines, Ltd.
AX.....	AX.....	329.....	AAIXICO Airlines, Inc.	MO.....	MO.....	210.....	Mena Airline, Inc.
AP.....	HP.....	123.....	Aerovias Panama	MOS.....	MT.....	034.....	Mowak Airlines, Inc.
AQ.....	AQ.....	172.....	Aquaway Airways Limited	MS.....	MS.....	077.....	Morton Air Services Limited
ARG.....	AR.....	064.....	Aerolineas Argentinas	NACIONAL.....		208.....	Misrair, SAC
ASA.....	AS.....	077.....	Alaska Airlines, Inc.	NA.....	NA.....	010.....	Transportes Aereos Nacionais, Ltd.
ATTA.....		147.....	Campagnie Nationale de Transport de Passagers	NC.....	NC.....	184.....	National Airlines, Inc.
ATSA.....	TZ.....	141.....	Asa, Aero Transportes, S.A.	NE.....	NE.....	011.....	Northern Consolidated Airlines, Inc.
AVENSA.....	VE.....	128.....	Aerovias Venezolanas, S.A.	NO.....	NO.....	032.....	North Central Airlines, Inc.
AVIACO.....	AO.....	110.....	Aviacom y Comercio, S.A.	NW.....	NW.....	012.....	Northwest Airlines, Inc.
AVN.....	AC.....	26K, 026-3, 134.....	Aerovias Nacionales de Colombia, S.A.	NY.....	NY.....	332.....	New York Airways, Inc.
AW.....	AW.....	121.....	Alitalia - Lines Aerei Italiane	NZ.....	NZ.....	078.....	New Zealand National Airways Corp.
AZ.....	AZ.....	055.....	Airwork Limited	OA.....	OA.....	050.....	Olympic Airways, S.A.
BAHAMAS.....	BH.....	116.....	Alitalia - Lines Aerei Italiane	OAS.....	OL.....	215.....	Olliey Air Service, Ltd.
BAT.....			Bahamas Airways, Ltd.	OZ.....	OZ.....	041.....	Ozark Air Lines, Inc.
BEA.....	BE.....	060.....	British European Airways Corp.	PA.....	PA.....	26P, 026-1, 12, 13, 14, 15.....	Pan American World Airways System
BGAL.....			British Guiana Airways, Ltd.	PAB.....	PB.....	26R, 026-4, 111.....	Panair do Brasil, S.A.
BKS.....	BK.....	137.....	British Air Transport, Ltd.	PR.....	PR.....	079.....	Philippines Airlines, Inc.
BL.....	BL.....	039.....	Bonanza Air Lines, Inc.	PANAGRA.....	PO.....	28L, 026-6, 109.....	Pan American-Globe Airways, Inc.
BN.....	BN.....	002.....	Braniff International Airways, Inc.	PI.....	PK.....	030.....	Piedmont Aviation, Inc.
BOAC.....	BA.....	061.....	British Overseas Airways Corp.	PIA.....	PL.....	214.....	Pakistan International Airlines
BRITAVIA.....	BT.....	225.....	Britavia, Limited	PLUNA.....	PL.....		Primera Lineas Uruguayas de Navigacion Aerea
BWIA.....	BA.....	016.....	British West Indian Airways, Ltd.	PN.....	PN.....		Pacific Air Lines, Inc.
CA.....	CA.....	015.....	Caribbean International Airways, Inc.	PT.....	PT.....	28J, 026-2, 019.....	Pacific Northern Airlines, Inc.
CASA.....	CE.....	063.....	Central African Airways Corp.	QAPL.....	QE.....	188.....	Provincetown-Boston Airline, Inc.
CAT.....	CT.....	129.....	Combril Airways, Ltd.	QBA.....	QB.....		Quebecair, Inc.
CATHAY.....	CX.....	160.....	Cathay Pacific Airways, Ltd.	QCA.....	QC.....		Queen Charlotte Airlines, Ltd.
CAUSA.....			Compania Aeronautica Uruguayo, S.A.	QEA.....	EM.....	081.....	Qantas Empire Airways, S.A.
CBA.....	CB.....	158.....	Caribbean Atlantic Airlines, Inc.	QUSA.....	QA.....	143.....	Aerovias "Q", S.A.
CDA.....	DO.....	113.....	Compania Dominicana de Aviacion, S.A.	RAC.....	RC.....	223.....	Royal Air Cambodge
CH.....	CH.....	143.....	Chicago Helicopter Airways, Inc.	RAL.....	RA.....	321.....	Rutas Aereas Nacionales, S.A.
CIA.....	CI.....	231.....	Caribbean International Airways, Ltd.	RANSA.....	RM.....	218.....	Ruta S/A - Transports Aereos
CINTA.....	CI.....		Cinta Chileno Airlines	REAL.....			Ansatt Flying Boat Services Pty, Ltd.
CMA.....	MX.....	26M, 026-5, 132.....	Compania Mexicana de Aviacion, S.A.	REEF.....	BR.....	153.....	Reeve Aleutian Airways, Inc.
CN.....	CN.....	319.....	Central Airlines, Inc.	REEVE.....			Riddle Airlines, Inc.
CO.....	CO.....	005.....	Continental Air Lines, Inc.	RD.....	RD.....	323.....	South African Airways
COA.....	CD.....	320.....	Continental Air Services Pty, Ltd.	SA.....	SA.....	083.....	Societe Anonyme Belge d'Exploitation des Navigation Aeriennes
COMAIR.....	CR.....	161.....	Commercial Air Services, Ltd.	SAB.....	SN.....	082.....	Scandinavian Airlines System
CONN.....	NN.....	165.....	Connellan Airways, Ltd.	SAFRE.....	BU.....		Breathene South American & Far East Airlines or
COPA.....	CM.....	235.....	Compania Panameña de Aviacion, S.A.	SASA.....	SH.....		Scandinavian Airlines & Far East Airlines or
CPA.....	CP.....	016.....	Canadian Pacific Airlines, Ltd.	SATA.....	SK.....	117.....	Scandinavian Airlines System
CRUZEIRO.....	SC.....	049.....	Services Aereos Cruzeiro do Sul	SBW.....	SB.....	219.....	Sociedad Asociacion de Transportes Aereos, Ltda.
CSA.....	OK.....	064.....	Cestoslovakos Aeroline	SCAL.....	VF.....	221.....	Seaboard & Western Airlines, Inc.
CUBANA.....	CU.....	135.....	Compania Cubana de Aviacion, S.A.	SUDI.....	SL.....		Silver City Airways, Ltd.
CYP.....	DA.....	058.....	Cypres Airways, Ltd.	SUDAN.....	SD.....	200.....	Saudi Arabian Airlines
DA.....	DR.....	228.....	Dragon Airways, Ltd.	SAFRE.....	SH.....		Scottish Airlines
DERBY.....	DR.....	228.....	Derby Aviation, Ltd.	SI.....	SI.....	042.....	Slick Airways, Inc.
DETA.....	TM.....	048.....	Divisao de Exploracao dos Transportes Aereos "DETA"	SO.....	SO.....	038.....	Southern Airways, Inc.
DL.....	DL.....	006.....	Delta Air Lines, Inc.	SASA.....	SK.....	117.....	Swiss Air Transport Co., Ltd.
DTA.....	DT.....	118.....	Divisao de Exploracao dos Transportes Aereos	SATA.....	SP.....		Sociedad Asociacion de Honduras, S.A.
EA.....	EA.....	007.....	Eastern Air Lines, Inc.	SBW.....	SB.....	219.....	Sociedad Asociacion de Transportes Aereos, Ltda.
EC.....	EC.....	094.....	East African Airways Corp.	SCAL.....	VF.....	221.....	Sociedad Asociacion de Transportes Aereos en Extremo-Oriente
EG.....	EAGLE.....	232.....	Eagle Airways of Britain	SUDI.....	SL.....		Aerovias Sud Americanas
EL AL.....	LY.....	114.....	El Al Israel Airlines, Ltd.	SUDAN.....	SD.....	200.....	Syrian Airways Company
ES.....	ES.....	26E, 026-83, 169.....	Ellis Air Lines	TAAC.....	TN.....	102.....	Trans-Australia Airlines
ETHIOPIAN.....	ET.....	071.....	Ethiopian Air Lines	TAAC.....	TLZ.....	196.....	Transport Aerial Civil Bulgaria-TAAC
EW.....	EW.....		East-West Airlines, Ltd.	TAAC.....	TA.....	202.....	TACA International Airlines, S.A.
FAUCETT.....	CF.....	163.....	Compania de Aviacion "FAUCETT", S.A.	TAAC.....	TV.....	175.....	Linha Aerea TACA do Venezuela
FINNAIR.....	AY.....	105.....	Aero O/Y (Finnair)	TAI.....	TI.....	119.....	Compagnie de Transports Aeriens Intercontinentaux
FL.....	FL.....	028.....	Frontier Airlines, Inc.	TAIP.....	IP.....	047.....	Transportes Aereos Da India Portuguesa
FLUG.....	FI.....	108.....	Flugfotag Islands, H.F. (Iceland Airways, Ltd.)	TALOA.....	TL.....		Trans-Canada Air Lines
FT.....	FT.....	023.....	Flying Tiger Lines, Inc.	TAN.....	TX.....	208.....	Transportes Aereos Nacionales, S.A.
GAM.....	LG.....	053.....	Gama Gama Airways, Ltd.	TAPE.....	TC.....	014.....	Trans-Canada Portuguese, S.A.R.L.
GIANT.....	GF.....	126.....	Gulf Airline Company, Ltd.	TEA.....	TS.....	086.....	Tasman Empire Airways Limited
GIBAIR.....	GT.....	171.....	Gulf Airline Company, Ltd.	THAI.....	TH.....	203.....	Thai Airways Co., Ltd.
GU.....			Gulf Airline Company, Ltd.	THY.....	TK.....	235.....	Trans-Hawaiian Airlines
HAL.....	HA.....	173.....	Gibraltar Airways, Ltd.	TPA.....	TS.....		Trans-Pacific Airlines, Ltd.
HCA.....	HC.....	122.....	Hawaiian Airlines, Ltd.	TRC.....	TR.....	254.....	Trans-Pacific Airlines, Ltd.
HKA.....	HK.....	054.....	Hunting-Clan Air Transport, Ltd.	TT.....	TT.....	033.....	Trans-Texas Airlines
IA.....	IA.....	073.....	Hong Kong Airways, Ltd.	TU.....	TU.....	199.....	Societe Tunisienne de l'Air (Tunis Air)
IAC.....	IC.....	058, 093.....	Indian Airlines Corporation	TW.....	TW.....	015.....	Trans World Airlines, Inc.
IB.....	IB.....	075.....	Iberia, Cia. Mercantil Anonima de Lineas Aereas	UA.....	UA.....	016.....	United Air Lines, Inc.
JAL.....	LL.....	276.....	Icelandic Airlines	UAT.....	UT.....	125.....	Union Aeromaritime de Transport
IRA.....	IR.....	096.....	Iranian Airways	UBA.....	UB.....	209.....	Union of Burma Airways
JAL.....	JL.....	131.....	Japan Air Lines Company, Ltd.	UMCA.....	UR.....	026.....	Uoba, Medellin & Control Airlines
JAT.....	YU.....	115.....	Jugoslavski Aerotransport (JAT)	VARIG.....	RG.....	042.....	Empresa de Vias Aereas Rio Grande do Sul
JSTY.....	JY.....	139.....	Jersey Airlines	VASP.....	VF.....		Vias Aereas Sao Paulo, S.A.
KAA.....	KL.....	229.....	Kuwait Airways	VNA.....	VN.....	120.....	Vietnam
KNA.....	KN.....	224.....	K.L.M. Royal Dutch Airlines	WAAC.....	WT.....	087.....	West African Airways, Inc.
LAB.....	LB.....	051.....	Korean National Airlines	WA.....	WA.....	017.....	Western Air Lines, Inc.
LACSA.....	LR.....	026-80, 133.....	Lloyd Aereo Boliviano	WC.....	WC.....	025.....	West Coast Airlines, Inc.
LADE.....	LD.....	177.....	Lineas Aereas Costarricenses, S.A.	WEN.....	WE.....	212.....	West Alaska Airlines
			Lineas Aereas del Estado		YK.....		Soc. de Transportul Aeronautic Roman-Societas

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New Zealand Uses Air Freight



BY L. J. ELTON
Freight Superintendent
New Zealand National Airways Corp.

New Zealand is well endowed with transportation. In this small, thinly populated country, road, rail, sea and air transport systems operate almost parallel routes over short distances between a series of little farming centers mostly on or near the coasts. Despite the competition, air freight is capturing its share of the cargo moving in New Zealand.

The country's two main islands are separated by one of the most turbulent stretches of water in the world—the 20-mile-wide Cook Strait. The principal towns are Auckland (population 400,000) and Wellington (200,000) on North Island, and Christchurch (205,000) and Dunedin (100,000) on South Island. Total population of the country is 2½ million. The two islands comprise a land area about 1000 miles long and 100 miles wide. A Bristol freighter operation using the Cargos system links the rail services operating on the two islands.

In the first year of operation, 1947, New Zealand National Airways Corp. hauled 90,000 ton miles of freight. Ten years later, air freight exceeded 3,000,000 ton miles—better than a 30-fold increase.

Speed is of prime importance in generating air cargo in New Zealand. Although surface transport is well organized, rugged terrain and the necessity to tranship across Cook Strait retards movement.

The granting of discounts in the face of rising wages and costs brought forth many "doubting Thomases," but doubts were quickly dispelled when cargo revenues increased 50% and 40% in consecutive years and accounted for 12½% of the company's total revenue. In one year alone, freight carried in passenger aircraft increased 60%, paying for 10% of the direct operating costs which con-

tributed substantially to the corporation's net profit for the year.

The excellent freight results considerably assisted in stabilizing air passenger fares while fares and freight rates of the surface carriers continued an upward climb. This situation, of course, attracted more business for airlines.

Strangely enough, NZNAC's best financial results from freight were achieved in the years when overall average revenue per ton mile were the lowest, clearly demonstrating the value of "contract" freight carefully controlled.

NZNAC cargo aircraft fleet comprises 4 DC-3s, each operating over 1,000 flights annually. Overall load factors for the last five years have varied between 82% and 88%. Of the total freight carried by the airline, 55% is moved in the cargo bins of passenger aircraft.

New Zealand is predominantly a farming country, and much of what NZNAC carries relates to agriculture. Movement of livestock is particularly important, and includes such animals as chicks, cattle, sheep, and even reindeer. However, so many other commodities move by air in New

NZNAC's DC-3 passenger planes are equipped with double doors and large cargo holds. They haul 55% of the freight handled by the airline.

Zealand, that, like other airlines of the free world, it is difficult to name an item which does not appear on the manifests.

Frequency, regularity, and dependability of air service is also important because even small delays put air transport behind the surface operators in this country of short hauls. Average stage-length for air freight is only 300 miles.

Lower insurance, reduced inventories, less packaging, and no deterioration are other factors helping air freight to progress. Frequently, however, such advantages are off-set by extremely low surface rates, and it is speed above all that is the deciding factor for many shipments.

Basic air freight rates have been stable in New Zealand since operations first began, although general wages in New Zealand have more than doubled. Holding down air freight rates was principally achieved by increased air freight traffic which permitted overhead to be spread and increased aircraft utilization.

Trigger for the most rapid increase in air freight volumes was a four-month long dock strike throughout New Zealand. During that period, air freight demonstrated to farmer, manufacturer, warehouseman and businessman that not only could air freight do the job faster and better, but in many cases, air cargo rates were comparable or even lower.

When the strike ended, the increased volume was retained, and then further increased by the complete elimination of administratively-unwieldy commodity discounts in favor of a straight 25% discount for shipments with a lower priority of carriage. Also introduced were a limited number of substantial back-loading freight contracts at discounted rates over selected routes which corrected imbalances on all freighter flights.

Cargo aircraft load factors jumped from 50% and 60% to 85% and 90%, while at the same time, there was greater use of the cargo holds of passenger planes.





TARIFFS

. . . are one of the big problems of transportation companies. They grow as companies grow. So far, tariffs have resisted all efforts toward simplification.

WHATEVER it is, and wherever it goes, if it moves by commercial air transportation, it is subject to a tariff. Whether it is abrasives or zippers moving between Aberdeen, N.C., and Zanesville, Ohio, or Aalborg, Denmark, and Zurich, Switzerland, there is a tariff.

A tariff is a carrier's price list, and more. It is the basis of the contract between a carrier and its customer. Therefore a tariff must contain rules and regulations in addition to rates. While rules and rates may be printed separately and spread over a number of volumes, neither is independent of the other.

In the United States, all tariffs of air carriers are filed with a central regulatory agency—the Civil Aeronautics Board. It is the Board's job to see that all airlines file tariffs in the prescribed form, and to see that all tariffs are strictly observed.

Generally, tariffs of air carriers are simpler and easier to use than those of surface carriers. The air carriers and their regulatory agency are younger. But, as the airline freight business progresses, and the services offered become more varied, the complexity of tariffs will increase.

Today, while everything is covered, some of the coverage develops through inference or extension.

This can lead to some funny situations. By extension, one air freight shipper figured Indian Blankets were

entitled to the special rate on Wearing Apparel since Indian Blankets are worn in some parts of the country on some occasions.

Correcting such a situation is a matter of definition—frequently arbitrarily developed. Wearing Apparel will be defined as not including Indian Blankets.

Sometimes, these arbitrary definitions produce strange results. In one tariff, a definition of "Live Animals" is stated in this fashion: "Live animals shall include, but not be confined to Birds (poultry, fowl), Fish (crustacea, mussels, shellfish), Insects (bees), Reptiles (snakes), and Worms."

Despite all efforts to the contrary, tariffs, particularly the rules, reflect a patchwork approach. As one flaw or another is discovered, a rule is revised or a definition reworded to solve a problem of the moment.

This is not a matter of caprice. Tariffs, properly approved by the regulatory agencies, have the force of law. Like laws, tariffs must be constantly under revision to meet changing conditions or to close loopholes.

Certificated domestic airlines of the U.S. and Canada handle most of their air freight under consolidated tariffs issued by Agent B. H. Smith, Air Traffic Conference of America, 1000 Connecticut Avenue, NW, Washington 5, D.C.

Tariffs issued by Agent Smith are available to the public as well as the

airlines, and are usually sold in sets.

The primary set is composed of four tariffs: Official Airfreight Rules Tariff No. 1-A, CAB No. 13; Official Airfreight Rate Tariff No. 2, CAB No. 8; Official Airfreight Pick-Up and Delivery Tariff No. 3-B, CAB No. 17; and Official Airfreight Specific Commodity Tariff No. 5-B, CAB No. 12. The charge for the set of four tariffs is \$5.00. This includes all revisions or amendments for one calendar year.

Also filed at the CAB by Agent Smith is the Official Air Transport Restricted Articles Tariff No. 6-B, CAB No. 16 (\$2.50 per year).

In the primary set, the rules tariff defines the general conditions under which rates in the other three tariffs apply. For example, Rule 2.7 states: "Shipments are subject to inspection by carriers to determine their acceptability and to assess proper charges thereon."

This rule, and others like it, applies to all other tariffs which state that Smith's rules tariff is a governing tariff. However, each of the other tariffs prepares for special conditions by noting that Smith's rules tariff applies, "except as otherwise provided herein."

The Rates Tariff No. 2 carries the airline's general commodity rates. These are all purpose rates and are only used when a specific rate cannot be found in some other tariff. For most airlines, these general com-

modity rates are used for shipments weighing less than 100 pounds or for shipments moving between pairs of cities where there is not enough traffic to justify special (specific Commodity) rates.

Some few items have characteristics which make them more expensive to handle. For these items—such as millinery, some animals, or certain types of scientific equipment—the airlines use higher (premium commodity) rates. These, too, are in rates tariff No. 2.

Pick-Up and Delivery Tariff No. 3-B, the third tariff in the set, deals with the principal accessorial service offered by the airlines in connection with air freight. This tariff provides the rates and defines the conditions under which airlines provide pickup and delivery service. The tariff shows what cities have airline pickup and delivery service, delineates the areas in and around these cities, the time that PU&D will be performed, and the charges for each peculiarity of area or time.

The fourth tariff of the set, Specific Commodity Tariff No. 5-B, carries its own special rules, and more rates. These are airport to airport rates for items presumed to be more rigidly defined than those found in the general commodity tariff. Generally, rates start for shipments weighing a minimum of 100 lbs.

In the tariff there are about 700 named items. But some of the items are sufficiently broad to permit many many things to go at specific commodity rates. For example, listed in the tariff are: Abrasive Products, Agricultural Products, Animal Products, Asbestos Products, Carbon Products, Celluloid Products, Cellulose Products, Clay Products, Dairy Products, Glass Products—and products of Graphite, Grass, Herb, Horticultural, Lace, Leaf, Leather, Metal (miscellaneous), Mineral, Paper, Petroleum, Poultry, Rubber, Straw, Textile, and Wood.

More restrictive are the pairs of points from and to which the rates on the named items apply.

The four tariffs in the primary set provide the answers for most of the domestic shipments handled by U.S. and Canadian lines. But there are enough conditions left unprovided for that many other tariffs are needed.

Of particular importance is the Restricted Articles Tariff No. 6-B, CAB No. 16. It was developed for American carriers, but it has as participants many airlines operating outside of the U.S. and Canada, and some of the forwarders. The Restricted Articles Tariff lays down the law for the carriage of so-called hazardous material. Item by item, the tariff lists the ex-

plosive, corrosive, flammable, radioactive or poisonous items which may or may not be carried. For those which may be carried, packaging requirements, quantities and stowage instructions are carefully spelled out.

While the Restricted Articles Tariff is world wide in scope, it is one of very few. It is, in fact, unique, by virtue of the many different participants.

Not unique is the carrier issued tariff. Often a tariff issued by a single carrier will be limited to a single pair of points and name but one commodity. Rules will be abbreviated and will refer to Agent Smith's Rules Tariff for most of the regulations.

For international air freight, tariffs must also be prepared. A few are issued by agents. Most are issued by the individual airlines. When the rates involved cover shipments moving to or from the United States, the tariffs have to be filed with the Civil Aeronautics Board.

Consolidation of international tariffs does not begin to approach that achieved by the domestic carriers largely due to the differences in regulations of the many governments which must be concerned. Some consolidation has been effected by small groups of airlines which will permit one of the group to publish a tariff in which the others can participate.

The air freight forwarder files tariffs in the same manner that the direct (airlines) carriers do.

The larger the forwarder's operation is, the larger and more complex his system of tariffs. There is almost no consolidation in forwarder tariffs. Each concern publishes its own tariffs—a rules tariff and however many rate tariffs as the firm offers services.

As a consequence, the Civil Aeronautics Board has literally hundreds of air freight tariffs. The same number, conceivably, could be in the library of a large shipper.

To cut down on the volume of tariffs, most airlines and forwarders publish memorandum tariffs. These are unofficial, and may be a booklet, a single sheet, or even a card, which shows one or two rates, a few tips on the rules, and possibly the pickup and delivery charges at two cities.

The more ambitious memo tariffs will list all of the rates of carrier, and all of the rules plus a myriad of other details, which a shipper may need.

Throughout the history of tariffs there has been one almost insurmountable problem—that of keeping the tariff up to date. For the tariffs of air carriers, the most popular format is the loose-leaf tariff. As changes occur in the rates or rules, a new page is

issued containing the revised materials. To aid the tariff user, an elaborate system has been developed to keep track of pages and the revisions sequence.

When the tariff is first issued, each page carries several identifying features. All pages are marked as "Original" pages, and all carry a date of issue and an effective date.

The first revision to the tariff will call forth pages marked as "1st revised." The new pages will also carry the note that they cancel the "Originals." Again, each page will carry an issued and effective date. In addition, each of the revised pages will carry a correction number, which must be used in sequence.

Thus, there are well established guideposts for a tariff user to determine the effective date of the pages he has received, and that he has received pages in sequence. Unfortunately, if the distribution system for revised pages breaks down, a tariff may become outdated before the user learns he has not been getting corrections.

The other popular format for tariffs is the "bound" or "book" tariff. Revisions to bound tariffs are handled by supplements issued in sequence. The user of the bound tariff also has well defined signs for proper placement of material received, but if the system of supplement distribution breaks down no amount of care will give the user a current tariff.

To lick the distribution bugaboo, carriers will from time to time send to tariff holders a current list of all correction numbers used or all supplements issued.

The very system set up to help the tariff user maintain a currently effective tariff has often contributed to the confusion. Since the identifying marks (page revision number, correction number, issued and effective dates) are a part of the tariff, they must conform to CAB regulations just as surely as any other material in the tariff. If these identifications are improperly used, the Board must reject the filing. Changes in rates or regulations, which might otherwise be all right, may thus be killed by a rejection. When this happens, the usual corrective action is a refiling. The tariff holder winds up with two almost identical pages, and wonders what is going on.

So far the problem has defied solution.

Moves to simplify tariffs by dropping material or easing the filing regulations have left tariffs incomplete. Moves in the opposite direction—an expansion for fuller explanation—lays the ground work for an additional tariff.

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IR CARGO

Boeing's 707

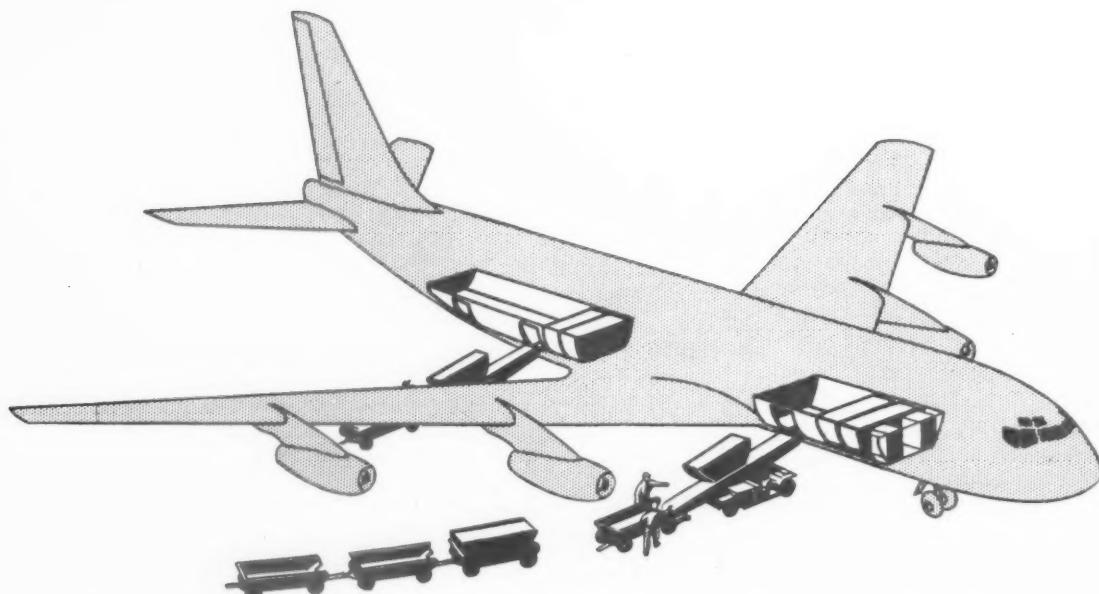
Attracts Air Freight

The first pure jet transport of U.S. origin has started out handling record loads of air freight. Pan American World Airways and National Airlines are flying the 707; American Airlines is next.



THE Boeing 707s operating across the Atlantic for Pan American World Airways are turning out to be cargo carrying pieces of equipment. With full passenger loads (averaging a 95% load factor) during the first 15 days of December, Pan Am's flight 114 to Paris carried 117,291 pounds of mail and freight for an average of 7,819 pounds of cargo per flight. This is a figure comparable to what both a Super Stratocruiser and a DC-7, previously assigned to this route, together were able to carry.

One record setting flight, flight 100 of December 11, carried 9,775 pounds of cargo plus 99 persons from Idlewild to London in five hours and 41 minutes. On another U.S.-London trip, a 707 hauled 97 people and



After belly compartment, 380 inches long, has an approximate volume of 900 cubic feet. Forward, the cargo compartment, 266 inches long, has a

capacity of 700 cubic feet. Together, the compartments can accommodate some 10,000 pounds of cargo.



A jeep conveyor assists the loading operation. Compartment is large enough to permit a medium-sized man to walk upright as he stores cargo in the 31-foot-long hold.

10,098 pounds of mail and freight.

From New York to London, during the first 15 days of December, the 707 flight 100 averaged 7,161 pounds of cargo per trip.

The types of cargo being carried by the 707 have not changed materially from that loaded into the belly compartments of predecessor aircraft, but the larger doors on the cargo compartments make it possible to handle slightly larger single pieces of freight.

Westbound, the movie industry, radio, television, and publishers are finding jet speeds particularly advantageous. With the time change involved between U.S. and Europe, these industries can get same day delivery of copy, recordings, photographs, or footage.

No marked changes in loading procedures are being employed by Pan Am as the 707s are being worked into the fleet, although the loading operation is a little easier. The bigger doors help, and the greater size and height of the cargo compartments make it possible for a man of medium height to stand up inside. This was not possible on such airplanes as the DC-7C.

Mechanization of the loading operation is still to be accomplished. Boeing, and the airlines with 707s on order or being delivered, plan to containerize most of the baggage and much of the cargo. The truck bed height of the cargo compartment sills permit either manual or mechanized loading to be used, depending on the facilities at a given station.



Truck bed height is demonstrated in these pictures of loading operations at both forward and after cargo holds.



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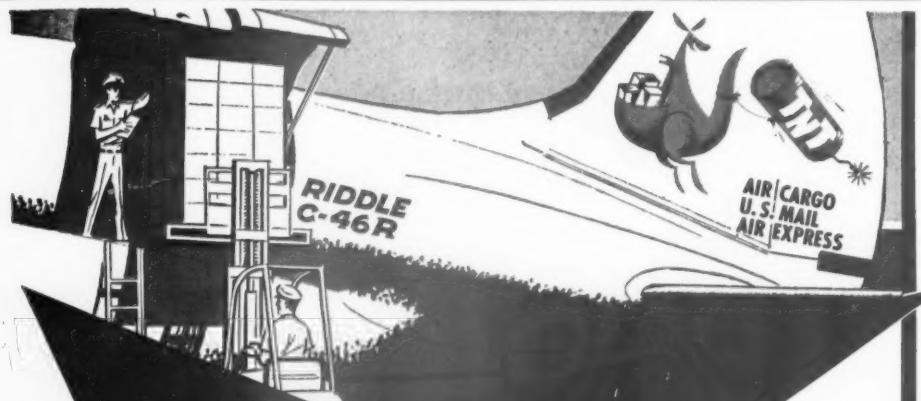
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FEBRUARY

CAB Probes Forwarder Service For Small Package Shippers

The small package shipper stands to be widely affected by a formal Civil Aeronautics Board investigation now under way which is dealing with complaints filed by the Board's Compliance Office, and several air freight forwarders against American Shippers' Inc. parcel air service.

Briefs of all parties which include: Shulman Inc., Airborne Freight Corporation, and Western Transportation Company, Inc. d/b/a W.T.C. Air Freight and ABC Air Freight have been filed with CAB Examiner Paul N. Pfeiffer who must prepare an initial decision.

The parcel air service is essentially offered as a combination air and ground service with air service to a break-bulk point near the ultimate destination and on-forwarding by parcel post or other surface means. An integral part of the operation is the use by the shipper of prepaid stamps. Generally speaking, a shipper purchases books of stamps from American Shippers in advance and affixes them to the package in the necessary amount applicable to the carriage of each package.

American Shippers has raised an additional question in the proceeding by filing a motion for contemporaneous consideration on the air-post services operated by Shulman and W.T.C. According to American Shippers, "There is a basic problem common to all three operations, and that is how to hold out and operate a service which includes more than air transportation and services essential thereto."

Essentially, the air-post services of Shulman and W.T.C. as well as the parcel air service are all geared to attract small packages of 40 pounds or less to air transportation. In the air-post operation, delivery is made in a local area by parcel post.

All the complainants charged American Shippers with violating the Civil Aeronautics Act. Said W.T.C.: "When (American) Shippers accepts a shipment, it does not know or care whether it will be handled at profit

or loss, or exactly how much the inevitable tariff departure for service connected with air transportation will be. The result is to transform American Shippers' tariff into a nullity and to dignify rebates into regular practice."

W.T.C. further charged that "(American) Shippers' misrepresentations, misleading advertising materials and continued solicitation practices described of record, including representation of parcel air as an air shipping service and as a 1-3 day service between all points, constitutes unfair or deceptive practices and methods of competition and are in violation of . . . the Act."

Shulman charged that "respondent does not even issue a lawful air waybill as do the other forwarders, but instead issues an air bill manifest which in all other respects, other than the name, looks like and would lead a shipper to believe that it is a lawful air waybill by a regulated carrier."

Shulman described the rates charged by American Shippers as being "discriminatory and non-compensatory," and warned the "competitive impact on fully regulated forwarders will be disastrous since they cannot afford to meet the competition and do not intend to try."

Airborne Freight Corporation argued that the respondent must file a tariff for its door-to-door rates. "American Shippers holds out to the public that it is providing a fast, cheap, one-price door-to-door parcel air service, not a combination service," Airborne said.

ABC Air Freight, Inc., another forwarder, asked the Board to require "American Shippers when acting in the capacity of shippers' agent for the on-forwarding outside the terminal area of an airport destination city, to assess and collect such charges for that beyond carriage in an amount exactly equal to the amount expended by respondent therefor, and that no other charges be assessed except as are specifically contained in Shippers' lawfully filed tariffs."

On the waybill question, ABC felt

that "Shippers' failure to execute and issue an air waybill to the shippers is contrary to the accepted custom in the air cargo industry and is unlawful."

Compliance attorney W. Archer Royall noted that the "record abundantly demonstrates that American Shippers has flagrantly and wilfully violated the Act and the Board Regulations in the operation of its Parcel Air System. It is unthinkable," he continued, "that the Board will put its stamp of approval on a forwarder who provides for no delivery service in its filed tariff but makes deliveries in the immediate or terminal area of the air destination city under the guise of a new concept of on-forwarding."

American Shippers countered that despite statements of the complaints it was not an "ogre trying to disrupt the air freight forwarding industry." Going to what it considered basic issues, Shippers described the parcel-air service as a "new combination air-ground service the need for which has been demonstrated by its acceptance by the public. The deletion of billing alone through the use of pre-paid stamps effects substantial savings to the user of the service," Shippers said.

Finally, American Shippers explained that stimulation of new air freight traffic was a key consideration of the parcel air service. They pointed out that: "This service has brought into air transportation new freight which moves over the routes of the direct air carriers at the published tariffs of those direct air carriers. This increased business improves the health of the direct air carriers and does not detract or divert to any substantial degree, freight which would otherwise move in regular air freight service."

The question of cost to the small package shipper was also included in the American Shippers' brief. Shippers reasoned that if complainants had their way the parcel air service would be priced at the highest cost to the most distant point served by each break-bulk point. This, the respondent felt, would increase the rate on all small shipments since "such small shipments do not pay their pro-rata way—particularly if they are forwarded to a point where sufficient volume does not move to take advantage of the direct air carrier's weight breaks."

Little Change Expected From Reconsideration Of Int'l Forwarder Case

The International Air Freight Forwarder Investigation although decided by the Board is still attracting plenty of legal activity.

Interested parties recently raised additional legal points in the proceeding by filing petitions for reconsideration. The documents are not expected to substantially alter the Board's decision.

The International Air Freight Forwarder Association, represented by at-

torney Louis P. Haffer, objected to the Board's findings on three counts:

(1) a proposed name change from "International Air Freight Forwarder" to "Air Cargo Consolidator"

(2) the decision not to permit direct air carriers to give the forwarders free or reduced rate transportation and

(3) the prohibition against forwarder-airline rate agreements.

Although Haffer admitted the name change would not be disastrous, he criticized "The decision to cast aside the name that the industry has borne since its inception." This he felt was "not only contrary to the wishes of the

industry itself as to its own designation but would serve no significant administrative purpose."

On the question of free and reduced transportation, the forwarder's legal representative found it hard to understand the denial to forwarders "in face of the fact that direct carriers have a right to transport overseas their own personnel free of charge as well as the personnel of other direct carriers for the purpose of soliciting foreign accounts, setting up foreign cargo affiliates and reviewing the operations of their offices and freight agents abroad, but are not permitted to transport forwarders at reduced rates for the same purpose."

Referring to his third point, Haffer felt that by turning down the possibility of rate agreements, the Board had "missed an opportunity to stimulate the development of the forwarder function . . ." Continuing he noted that: "Recognition of the validity of forwarder-airline rate agreements would at the same time permit the forwarders to receive—and the airline to offer—pay for services rendered to the airlines. The Board has cut itself off from achieving these goals by what is a tortuous misconstruction of the Act," he said.

Acme Air Cargo, an international air freight forwarder based in New York, concurred in its brief with the stand taken by Haffer. Acme requested that the "Board reconsider and reverse its conclusions and findings with respect to its prohibitions against rate agreements, its denial to forwarders of free or reduced rate transportation, and its determination that the forwarders should be called 'air cargo consolidators.'

Two direct air carriers filed for reconsideration. Both Pan American World Airways and Trans World Airlines attacked CAB's decision to authorize forwarders to charter aircraft or to ship via supplemental carriers.

Said Pan Am: "By so doing the Board would make inevitable a division of the available traffic among still more carriers on the crowded international air routes."

What concerned PAA even more was the possibility of instability in cargo rates. In the words of the carrier, "the erratic pattern of price competition which is bound to develop may temporarily divert existing traffic from one air carrier to another." Continuing, PAA said "it will not cause a single manufacturer, processor or distributor to base his production or inventory control on the use of air cargo."

Concerning the supplemental issue, TWA pointed out that a "forwarder who charters or uses supplemental car-

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riers would in fact be another airline, for all practical purposes."

Attacking from another angle, TWA was critical of the Board's decision to give forwarders the option to handle shipments either as forwarder or airline agent. In the carrier's estimation, "the forwarder's unilateral determination will now control. No longer would the shipper know what service he is getting or what will be the transportation charges for it."

Mid-Pacific Cargo Route Sought By Flying Tigers

The Flying Tiger Line is seeking a mid-Pacific route for the scheduled carriage of property and mail from the co-terminals San Francisco and Los Angeles via intermediates in Hawaii, Wake Island, and Guam and beyond Guam to (a) the co-terminal points Tokyo and Tachikawa, Japan; (b) the terminal point Manila and (c) the terminal point Hong Kong via the intermediate, Taipei, Taiwan.

In submitting the route application to the Civil Aeronautics Board, FTL pointed out that it has been performing an almost daily trans-Pacific schedule in hauling cargo and passengers for the Military Air Transport Service.

At the same time, the carrier filed an accompanying petition requesting interim permission to conduct limited flights numbering 15 per month on the same mid-Pacific routes pending the Board's decision on the FTL route application.

Capital Airlines Suspends Elizabeth City Service

Capital Airlines has received CAB authority to temporarily suspend service to Elizabeth City N.C., until re-opening of the U.S. Coast Guard Air Station airfield which was closed for repairs.

CAB Okays Guaranteed Loan For North Central

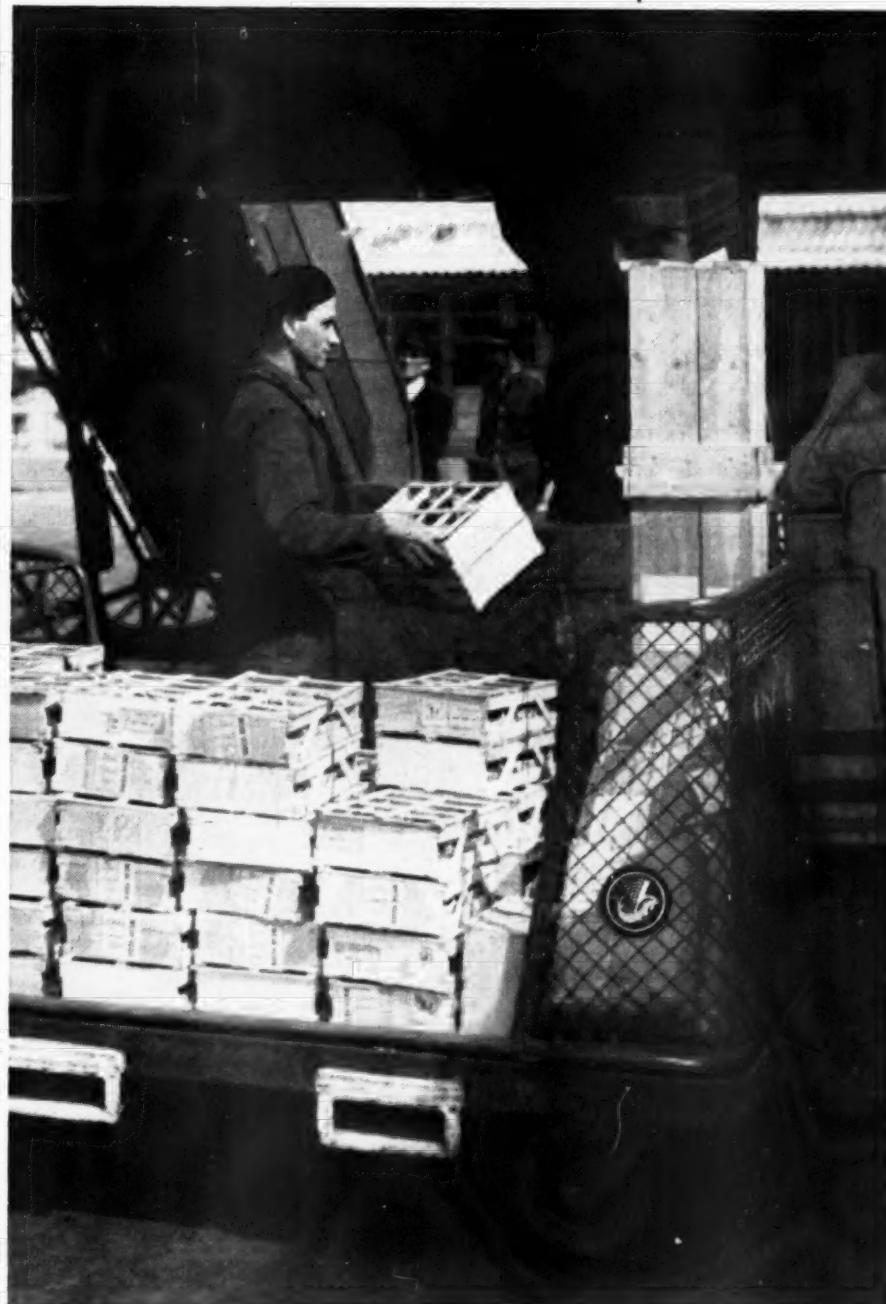
Civil Aeronautics Board has approved a \$2,240,000 guaranteed loan for North Central Airlines. The loans would be issued by the Northwestern National Bank of Minneapolis and Irving Trust Co. for seven years at 5½% interest annually with a guaranty fee of .375% annually. The proceeds will be used by the carrier to purchase five Convair 340s and related spare parts. Loans will be secured by a first mortgage on the aircraft.

FEBRUARY, 1959

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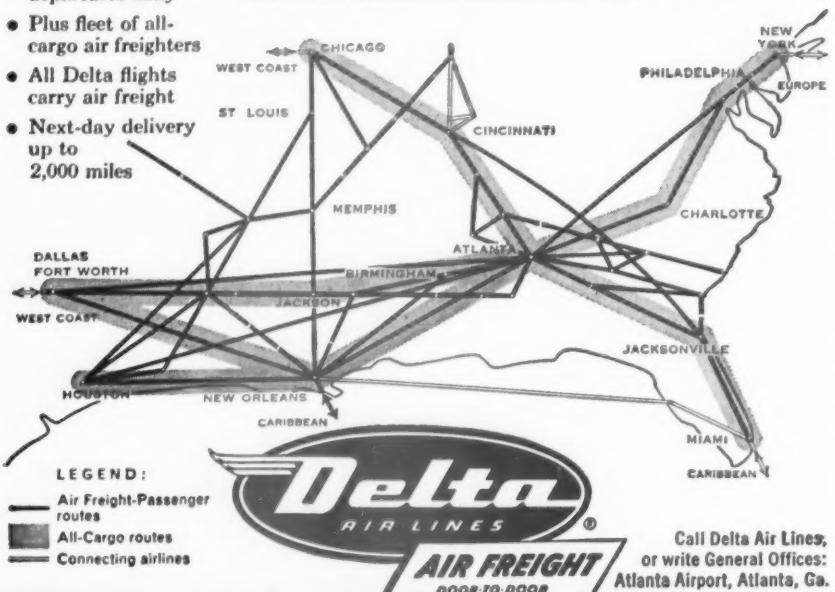


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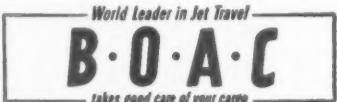
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CAB BRIEFS

Trans Mar de Cortes, S.A., a Mexican carrier, has received a favorable nod from Civil Aeronautics Board Examiner John A. Cannon for a foreign air carrier permit. If Cannon's initial decision is favorably acted upon by the Board, Trans Mar will be permitted to operate both scheduled and non-scheduled flights between the terminal La Paz, (lower) California, Mexico, and the terminal Los Angeles, California via intermediate points in Mexico. The route was applied for pursuant to the U.S.-Mexican bilateral agreement.

Braniff Airways will continue north-south service to Fort Dodge, Iowa until Ozark Airlines inaugurates service. Ozark received authority to serve the point as a result of an award in the Seven States Case.

CAB CALENDAR

FEBRUARY

Feb. 2—American Express Co. Freight Forwarder operations; control, etc., hearing, tentative (Docket 9315 et al.).
 Feb. 9—Toledo Adequacy of Service Investigation, hearing, tentative (Docket 8851 et al.).
 Feb. 17—Lanica, San Salvador on Managua-Miami Rt., hearing, tentative (Docket 9184).

MARCH

Mar. 10—Frontier Airlines, Renewal of temporary intermediate points, tentative (Docket 9999 et al.).
 Mar. 10—Pacific-Southwest Local Service Case, hearing, tentative (Docket 5645 et al.).

APRIL

Apr. 1—Piedmont Local Service Investigation, hearing, tentative (Docket 5713 et al.).
 Apr. 14—Southern Transcontinental Service Case, hearing, Houston, Texas (Docket 7984 et al.).
 Apr. 27—Southern Transcontinental Service Case, hearing, Los Angeles, California (Docket 7984 et al.).

MAY

May 11—Southern Transcontinental Service Case, hearing, Miami, Florida (Docket 7984 et al.).
 May 26—Southern Transcontinental Service Case, hearing, Washington, D.C. (Docket 7984 et al.).

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FEBRUAR

Carrier Round-Up

Eastern Air Lines has started service with Lockheed Electra turboprops. Initially, the carrier is running three roundtrips, at least one of which continues to Montreal. There is also daily service from New York to Tampa, Houston and San Antonio, and from Miami to Chicago and Detroit. Miami-New York flight time is scheduled at 3 hrs. 15 mins.

Seaboard & Western Airlines recently flew 4,330 pounds of polyethylene plastic flowers from Paris to New York for The Florabelle Plastics Corporation. Delivery of the flowers in New York would have taken almost three weeks by the fastest sea route, according to Florabelle's general manager, George Stone.

Florabelle will ultimately receive more than six tons of the plastic flowers which are packed in boxes containing approximately 800 flowers per box.

The Flying Tiger Line, gradually moving toward the disposition of its C-46 fleet, has sold four more of the aircraft. Latest C-46 sales include three in Peru and one to the Mexican carrier Aero Carga. The transactions leave FTL with only three C-46s.

A new annual peak in cargo operations was reported by W. A. Patterson, president of United Air Lines, in a company year end review.

Cargo volumes during 1958 reached 67,000,000 ton miles, up 17% from the preceding year; 32,500,000 mail ton miles were registered for a 9% increase; and 10,700,000 express ton miles were shown for a 12% gain.

United noted that during the summer travel season last year, the carrier had increased cargo lift by 6%.

Railway Express Agency has begun operations as an International Air Cargo Sales Agent for Western Air Lines, according to an announcement made by William J. Wallace, Director of REA's International Division. Western Air Lines operates between the United States and Mexico City in addition to its domestic U.S. air transport services.

Trans-Canada Air Lines notes that the carriage of mail, express and freight during 1958 remained approximately at the 1957 level—12,680,000 freight ton-miles, 10 million mail ton-miles and 25 million express ton-miles.

Japan Air Lines, about April, plans three flights per week from Los Angeles to Tokyo. Four DC-7C flights will be maintained between San Francisco and Tokyo.

Allegheny Airlines reports that air freight shipments during 1958 reached nearly 3,000,000 pounds, registering a 41% increase over the previous year. Total Allegheny air cargo boardings, including both air express and air freight, topped the 5,600,000 pound mark.

Air France and Scandinavian Airlines System have joined forces in a five-year agreement which covers the pooling of services on the Paris-Copenhagen-Stockholm route. Each carrier will initially offer a daily roundtrip service on the route.

Seaboard & Western Airlines has recorded a total of 4,275,578 ton miles of transatlantic air freight for the quarter ending September 30, 1958. According to S&W, this represented an increase of 68.5% over the same

third-quarter period in 1957, when 2,537,841 ton miles were flown.

The third-quarter pick-up in transatlantic air freight brought Seaboard's scheduled all-cargo traffic for the first nine months of 1958 to 9,441,707 ton miles, an increase of 20.8% over the 7,814,609 ton miles reported during the comparable 1957 period.

Continental Air Lines will use the name "Golden Jet" to describe its Boeing 707 services scheduled for next May. Vertical tail surfaces of the aircraft will be painted gold, with "Golden Jet" in blue lettering and "Boeing 707" in red.

The Railway Express Agency reports that gross revenues from international traffic shipped in surface and air transportation services totalled \$495,228 in October 1958 as compared with \$208,335 in October 1957.

Gross revenue for the first 10 months of 1958 including October was \$3,567,176 against \$589,813 for the same months of 1957.

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PEOPLE

Charles L. Gallo, a pioneer of the U.S. air transport industry, has acquired Air Cargo Consolidators, Inc., New York-based international and domestic air freight forwarding concern and customs house broker.

Gallo, most recently president of Air Express International Corp., will serve as president and chairman of the board.

Earl F. Slick has resumed the position of chairman of the board of Slick Airways, replacing D. W. Rentzel. Rentzel, who remains on Slick's board, relinquished his duties as chairman in order to devote more time to the development of an air logistics system, which will include the use of a cargo airplane acceptable to civil and military operators.

Earl Slick, a founder of the airline, served as chairman prior to 1954 and has always been active in the affairs of Slick Airways.

Jean Baudreau has been appointed cargo sales manager for Air France. Baudreau joined Air France in 1946 as assistant shipping manager for company freight, and was appointed shipping manager three years later. In 1953, he was named cargo traffic manager.

Charles C. Valentine, head of Valentine Industries, will be Air Cargo Consolidators' executive vice president. **Joseph Santarelli**, formerly Air Express International's general import manager, has been named vice president-traffic, and **William H. Barniea, Jr.**, formerly New York district sales manager for AAXICO Airlines, will serve as Gallo's general sales manager.

Sales and administrative offices of the reorganized concern, which was previously headed by Harry J. Phieffer, have been moved from 8 Shotgun Lane, Levittown, N.Y. to 750 Third Ave., New York.

J. Ross Stainton, formerly general manager, Eastern Routes for British Overseas Airways Corporation, has been appointed general manager, Western Routes. He succeeds **Gilbert Lee** who becomes chief commercial manager while **Basil Bamphylde** moves into the general manager, Eastern Routes position.

Robert Turner, vice president-traffic for the Air Transport Association is the new executive secretary of the Air Traffic Conference. **Frank Macklin**, former assistant vice president-traffic takes over duties as director of the tariff department, replacing J. B. "Judd" Walker, retired. Tariff publishing agent for cargo, B. H. Smith and passenger tariff publishing agent, C. C. Squire report to Macklin.

J. W. Griege has been appointed manager of the new Southern region for Emery Air Freight Corp. Griege will make his headquarters in Atlanta. Emery Air Freight also announced the appointment of the new Middle Atlantic region, **H. L. Mead**. Mead was formerly manager of the Philadelphia district, while Griege was manager at Milwaukee.

O. Roland Frost, Jr., has been appointed director of properties for Braniff Airways.

Peter M. Larsen of Scandinavian Airlines System has been promoted to assistant to the Washington, D.C. district sales manager. Larsen became associated with SAS in 1954.

E. A. Conley has replaced O. B. Eddy, retired, as general traffic manager for Hiram Walker & Sons, Inc.

Heyden Lening has been named traffic manager of Aeronutronic Systems, Inc., a subsidiary of the Ford Motor Company. Lening was formerly assistant traffic manager of the Los Angeles Mercury, Edsel and Lincoln Assembly Plant.

G. Ward Hobbs, a former assistant vice president for operations services with American Airlines, has joined Capital Airlines as a new vice president for customer services. Another appointment in the marketing group is **Read Q. Chalfant**, formerly assistant vice president for traffic and sales, to vice president and sales manager.

Marten de Jong has been named as manager for Europe for Air Express International Corp. de Jong was formerly with KLM Royal Dutch Airlines as director of traffic and sales.



CHARLES L. GALLO



EARL F. SLICK



JEAN BAUDREAU

New Products and Processes



Gonset Citizens Radio

Communication, the key to an efficient cargo handling operation, has received a boost in the guise of a compact, inexpensive, two-way radio recently put on the market by Gonset. A complete station for base or mobile use, including antenna, is estimated to cost between \$100 and \$200 depending upon the various features installed.

Gonset, a division of Young Spring and Wire Corp., developed the radio exclusively for use on a new band in the radio frequency spectrum which was recently made available by the Federal Communications Commission for citizen's use. Licensing requires no technical examination but merely the filing of a simple application form. Further, it is not necessary to show any particular need for such communications in order to get a license.

The equipment, designated G-11 Citizens' Communicator, consists of a 2-way voice transmitter-receiver and power supply in a single unit. The transmitter provides 5 watts input, the maximum allowable power for this type.

After a brief warm-up period, operation is controlled by push button on the microphone . . . press-to-talk, release to listen. An adjustable "squelch" control on the receiver reduces background noise while the set is in standby condition. The G-11 is stable since frequency of both transmitter and receiver is controlled by precision quartz crystals. Operating frequency is thus unaffected by jarring or vibration, and tuning controls are eliminated.

Physically, the unit is 6½ inches wide, 5¼ inches high, and 6¾ inches deep. For mobile and vehicular operation, built-in 12 volt DC power supply is furnished. For fixed station service, 115 volt AC power supply can be specified. Quartz crystals for one channel and press-to-talk microphone are standard equipment.

The distance over which reliable communications can be expected with the G-11 will vary depending upon terrain and the amount of interference experienced from other stations. When interference is not a factor, local-area or "ground-wave" range will vary from about 1 to 30 miles.

Interference from other stations is compared to a "telephone party line type operation." In large cities, where many stations or systems may be operating on the same channel, the same courtesy should prevail as that required for successful party-line phone operation.

The reliable range for a base station to a car in flat or gently rolling country is about two miles, where the base station antenna is located on top of a one story residential building or other structure of similar height. If the base station antenna is located on top of a high building, or on a hill, the reliable range over the same type terrain will be increased to 7 or 8 miles.

A booklet giving full license procedure and operating highlights is available without charge from the manufacturer, Gonset Division, Young Spring and Wire Corp., 801 Main Street, Burbank, California.

Friction-less Bearings Need No Lubrication

A bearing made of fabric impregnated with Bakelite phenolic plastic which eliminates the need for lubrication of bearings in various mechanical applications has been introduced by the Russell Manufacturing Company of Middletown, Conn.

The materials handling field is one principal area in which the bearings are expected to prove useful. The bearings would be used in conjunction with roller conveyors subjected to chemicals and operating conditions that cause rust and corrosion in conventional bearings. In fact, the manufacturer says that Ruslon bearings, as they are called, can replace many conventional metal-to-metal bearings, which must be regularly serviced with grease or oil. Ruslon bearings are also inert to acids and alkalies and are not subject to electrolysis or corrosion by salt water.

The bearings employ both plastic and cotton yarns woven into fabric and then immersed in a solution of phenolic resin. The phenolic resin is a high-strength and heat-resistant form of plastic designated BLS-2680 by the supplier, Union Carbide Plastics Company, a Division of Union Carbide Corporation.

Additional information may be obtained by contacting Industrial Public Relations, Ltd., 655 Madison Avenue, New York 21, N.Y.

New Swivel Fifth-Wheel For Elevating Trucks

American Pulley Co. has developed a new swivel fifth-wheel and steering attachment for use on the company's line of Safeway Portable Elevating Trucks. The dual-wheel and handle construction has also been tested and proven successful on other American handling equipment. The attachment is designed with a view toward replacing casters and at the same time providing a short turn radius.

In actual operation, the load is carried on a hardened fifth-wheel which makes turning easy. The company further claims the large diameter wheels make the loaded truck easier to move. Steering is simplified by the hinged

(When requesting information, please mention Air Cargo Magazine and Official Guide.)

handle which, when not in use, is held in a vertical position—keeping it out of the way.

Write the American Pulley Co., 4200 Wissahickon Avenue, Philadelphia 29, Penna., for complete information.

Seamless Strapping Device

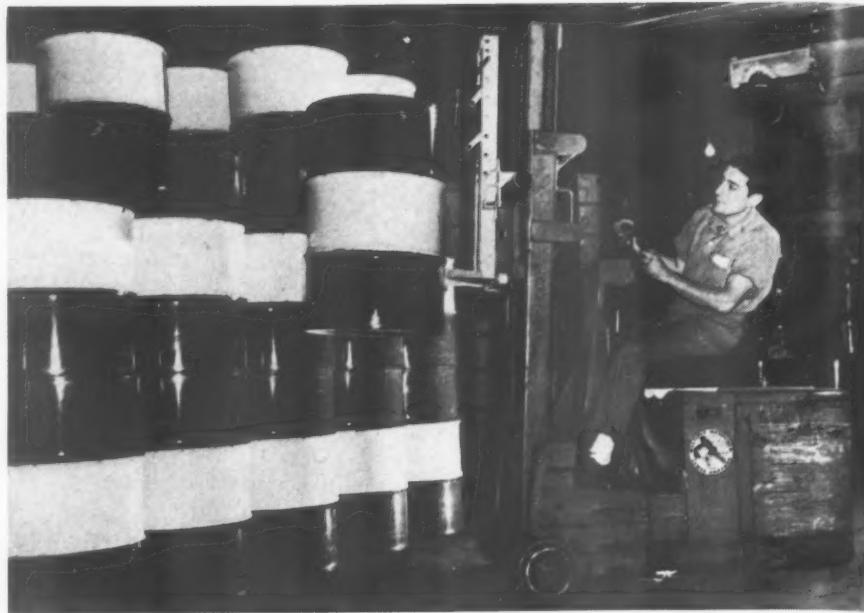
Inland Wire Products Co. has announced a new seamless strapping device which not only seals and locks the strapping, but tensions and cuts it to length without waste. Inland claims its method of locking the strap by crimping completely eliminates the use, cost and time involved in applying seals.

The levers that control these operations have been redesigned on the new model to make them somewhat more functional.

Complete information can be procured by writing to Mr. Bruno Castelli, Inland Wire Products Co., 3947 South Lowe Avenue, Chicago 9, Illinois.

Fork Truck Attachment Handles Drums

A "Liftomatic" drum handling attachment that can be used interchangeably with its line of electric



fork trucks has been developed by Lewis-Shepard Products, Inc.

The "Liftomatic" drum handling attachment is a mechanical unit designed to engage, transport, place and tier any conventional-type drum without the use of pallets or Dunnage. With the clamping mechanism adjustable from 35 inches to 14 inches, any size drum regardless of height,

diameter, head or rim size can be handled. The company claims the jaws, too, can operate perfectly on steel, removable lid, fiber or light gauge (disposable) metal drums either opened or closed.

Further information is available by contacting Lewis-Shepard Products Inc., Dept. R8-31, 125 Walnut Street, Watertown, Mass.

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Foam-in-place Packing Due For Increased Use

Vanguard Products, with an eye to increasing the scope of operations in the development of Estafoam, has moved into new specially designed quarters at 19 Crawford Street, Newark, N.J. Applications of Estafoam include its use as a shock cushioner for delicate instruments and intricate parts in shipment.

Estafoam is claimed to be the only thermosetting polyester foam based exclusively on mechanical gas absorption for foam-in-place applications.

The new plant is capable of producing 1,000 pounds of Estafoam per hour.

Fail Safe Brake For Ground Trailers

The United Manufacturing Company, with the cooperation of the Raytheon Manufacturing Co., has designed a brake system for ground support trailers.

The system has been perfected so that if a trailer should accidentally be detached from the towing vehicle while underway or parked, the tow bar will automatically raise and actuate the mechanical brakes. The

is no electrical, air or hydraulic connection needed between the trailer and the towing vehicle with the United system which has been called "Fail Safe Brake."

For further information concerning Brake Systems and Problems write: The United Manufacturing Company, 5250 Dobeckmun Ave., Cleveland 2, Ohio.

Small-area Stacker

Automatic Transportation Company has announced a new Transporter Platform Stacker designed to create greater maneuverability for skid and skid box operations in congested areas and to permit more economical stacking of various products.

Designated Model WLT the new Platform Stackers combine compactness with telescopic lift to make these trucks aisle savers. The WLT will operate in a 64½ inch right angle aisle with a 48 inch long by 36 inch wide load.

The new Transporter Platform Stacker is available in 4,000, 5,000



and 6,000 pound capacities with platform lengths, widths and lowered heights plus telescopic and non-telescopic lifts to fit all applications. The 200 degree steering angle of the Transporter is designed to give maximum maneuverability for operation in congested areas and permit economical stacking in small plants.

Two-color brochures with detailed specifications of the Platform Stacker and a Transporter Facts and Factors booklet are available upon request from the Automatic Transportation Company, 149 W. 87th Street, Chicago, Illinois.

(When requesting information, please raise and mention Air Cargo Magazine and Official Guide.)

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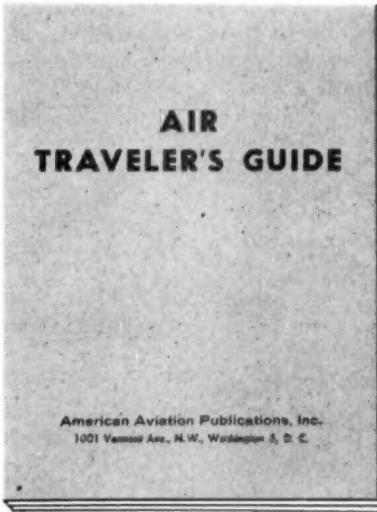
can help you.

In fact, this helpful Guide is indispensable for the air traveler.

Here are some of the contents to fill your air traveler's needs:

A complete list of all U.S. cities of over 4,000 population—including nearest airport, mileage, direction and available ground transportation. Canadian cities of over 3,000 population are being added to the next issue. • A complete list of military posts and camps. • A Hotel/Motel directory of over 775 motels located adjacent to airports in over 300 cities in the U.S. and Canada. • Useful airport terminal diagrams of 30 major airports which include airline ticket offices and loading positions as well as passenger service facilities.

Air Traveler's Guide is published quarterly, every February, May, August and November in an enhanced, up-to-date format designed to best serve the air traveler's needs.



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Technical Literature

UAL Booklet Aids Shipper

The use of air freight in increasing profits for shippers is illustrated in a 16-page booklet prepared by United Air Lines.

Advantages of shipping by air, such as reduced in-transit time, reserved air freight space, coordinated assembly and distribution, pre-numbered airbills and certain special services are described.

Copies of the booklet can be obtained by writing to R. L. Mangold, Manager of Cargo Sales, United Air Lines, 36 South Wabash, Chicago 3, Illinois.

Increased Power In Electric Truck Batteries

A new line of storage batteries designed to boost the work capacity of present-day electric industrial trucks is described in a technical bulletin offered by The Electric Storage Battery Company.

The bulletin details the new simplification of battery sizes and also shows how the engineering advances involved have made it possible to design shorter and more maneuverable trucks through the use of smaller, yet equally powerful batteries.

Photos, sketches and text detail the design and construction features of the new Exide-Ironclad batteries.

Ordering information and typical sizes are shown, including models for new short wheelbase and low-silhouette trucks.

For a copy of Form 6230, write Exide Industrial Division, the Electric Storage Battery Company, Rising Sun and Adams Avenues, Philadelphia 20, Pa.

Copies of the "Transporter Facts and Factors" booklet are available upon request from the Automatic Transportation Company, 149 W. 87th Street, Chicago, Illinois.

Refrigerated Warehouse Operation Described

A new Case History Bulletin that describes and illustrates how 30,000 lbs. of goods are loaded or unloaded in 15-20 minutes at a refrigerated warehouse is available from Lewis-Shepard Products, Inc.

The Bulletin, designated #423-1, is a four page, 2 color, presentation with 6 photos showing the various equipment necessary for an effective refrigerated warehouse operation.

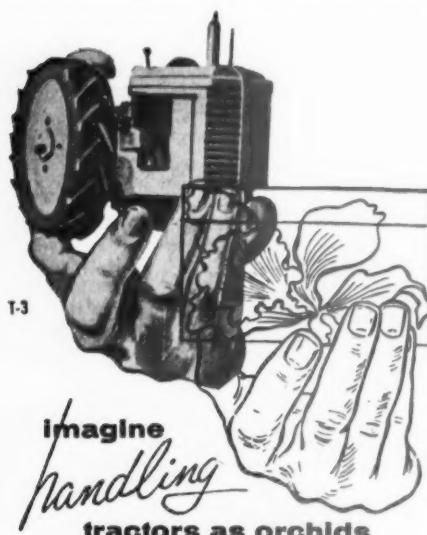
Another bulletin that describes and illustrates how warehouse space was increased and the working force decreased through the use of palletized handling of kegs and multi-sized cartons is also available. The bulletin, designated, #509-2, shows the steps necessary to utilize a system of palletized loads.

For a free copy of either bulletin write to Lewis-Shepard Products, Inc., Dept. R8-30, 125 Walnut Street, Watertown 72, Mass.

Transporter Booklet

The operational features of the "Transporter" walkie-type truck manufactured by the Automatic Transportation Company are illustrated in a new 16-page color booklet entitled "Transporter Facts and Factors."

The booklet tells how Transporters "give one hand the power to move tons" and helps to determine which of these operator-led trucks is best suited for a particular job.



CMA skilled, responsible personnel know that extreme care saves you money and worry, and at the same time preserves the shipper's reputation.

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ON THE DOCKET

FEBRUARY

IATA, Traffic Handling Working Group, Golden Gate Hotel, Miami Beach, Florida, Feb. 16-27.

APRIL

Air Freight Forwarders Association, 2nd annual meeting, Waldorf Astoria Hotel, New York, N.Y., Apr. 10.

American Association of Airport Executives, annual convention, Savannah, Ga., Apr. 12-15.

First World Congress of Flight, combined with Air Force Assn's Annual Jet Age Conference, Las Vegas, Nev., Apr. 12-18.

Third National Conference on Aviation Education, Riverside, Calif., Apr. 17-18.

Airport Operators Council, 12th annual meeting, Portland, Ore., Apr. 26-30.

MAY

Aviation Writers Association, 21st annual meeting and news conference, Washington and Willard Hotels, Washington, D.C., May 10-16.

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SPEED YOUR AIR FREIGHT BY SPECIALIST DELIVERY!

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MORE DEPENDABLE!

2,200 mile range fully loaded avoids time-consuming fuel stops when strong head winds are encountered

MORE PLANE!

8' longer, 5½' greater wing span

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5,569 cu. ft.—nearly two 40' box cars!

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4x 3,400 = 13,600 hp., 12 times that of a typical diesel freight locomotive

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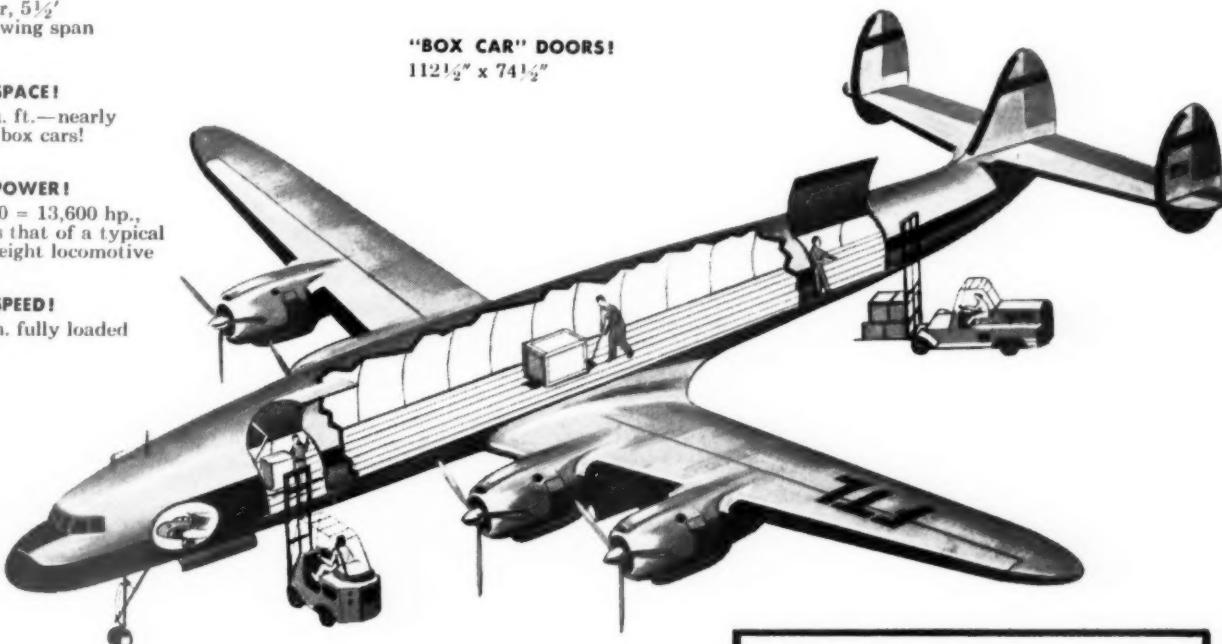
331 mph. fully loaded

MORE CAREFUL HANDLING!

Stronger floor permits more use of wheeled devices, smoother loading

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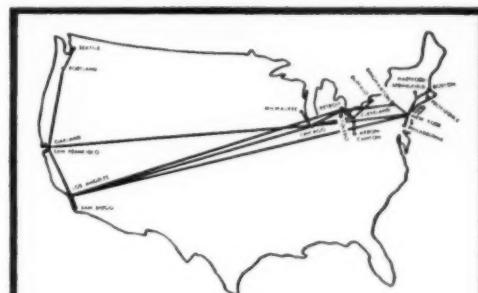
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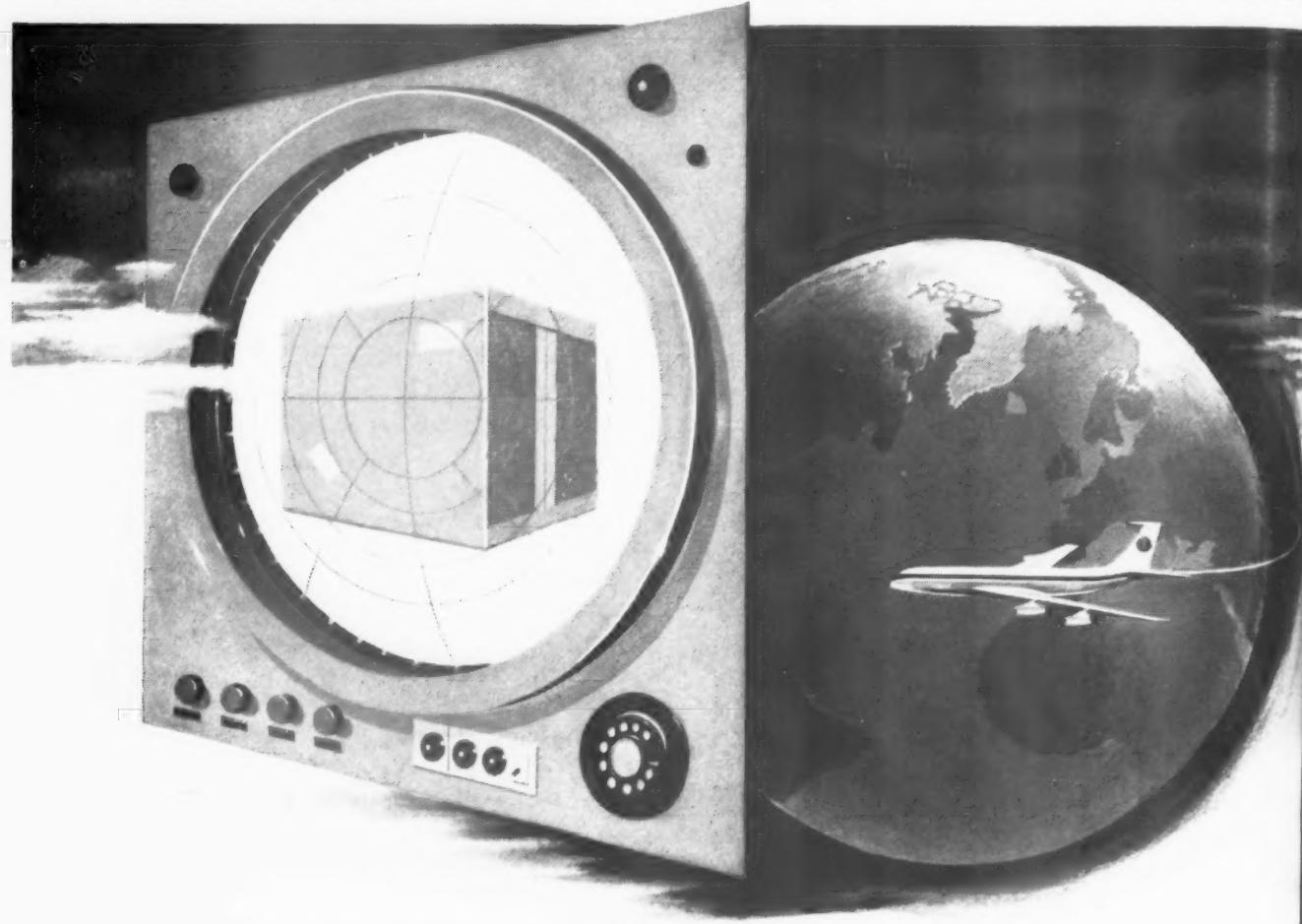


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